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1911

JOHANNESBURG
CHAMBER OF COMMERCE.

COMMERCIAL
YEAR BOOK
1911.

Including the Report of the Chamber for the Nine
Months ended 28th February, 1911.

JOHANNESBURG:
PRINTED AT THE TRANSVAAL LEADER OFFICE, HARRISON STREET.
—
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JOHANNESBURG Chamber of Commerce.

OFFICERS for 1911-1912.

PRESIDENT :

Mr. R. HAMILTON	Hamilton & Co.	P.O. Box. 2288
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VICE-PRESIDENTS :

Mr. A. ROGALY	2055
„ A. F. ROBINSON	Arthur Koppel, Ltd.	3256

EXECUTIVE COMMITTEE :

Mr. W. B. BECKETT (4)	...	...	...	T. W. Beckett & Co., Ltd.	...	...	212
„ W. L. DOWNING	...	...	...	Randles Bros. & Hudson	..	...	2678
„ J. FORREST (6)	...	...	...	John Forrest & Co.	...	...	492
„ J. HOLDCROFT (2)	...	...	...	Garlick & Holdcroft	...	...	101
„ W. HOSKEN	...	...	...	Wm. Hosken & Co.	...	...	667
„ J. E. HOWES (2)	...	...	...	Harvey, Greenacre & Co.	...	...	650
„ C. H. LEAKE	...	...	...	W. F. Johnstone & Co.	...	...	1869
„ O. LENZ (7)	...	...	...	Reunert & Lenz	...	...	92
„ J. C. LUCAS (3)	...	...	...	Jas. Lawrence & Co., Ltd.	...	...	716
„ W. A. MARTIN (1)	...	...	...	Parker, Wood & Co., Ltd.	...	...	1100
„ G. A. MORISON (5)	...	...	...	E. K. Green & Morison, Ltd.	...	...	242
„ A. H. NICOLSON (1)	...	...	...	Hunt, Leuchars & Hepburn, Ltd.	..	...	47
„ R. NIVEN (1)	...	...	...	J. & R. Niven	...	...	4022
„ H. F. E. PISTORIUS	...	...	...	E. W. Tarry & Co., Ltd.	...	...	254
„ J. W. QUINN, M.L.A.	...	...	...	Jno. W. Quinn & Co.	...	...	1454
„ J. W. SELKE	...	...	...	Ohlsson's Cape Breweries, Ltd.	...	...	1783

SECRETARY :

W. SMALE ADAMS.

SOLICITORS :

HAYMAN & GODFREY.

OFFICES :

NATAL BANK CHAMBERS, MARKET SQUARE.

Telephone 225.

P.O. Box 687.

Telegraphic Address: "Chamber."

- | | | |
|-----|--------------|--|
| (1) | Representing | Mining Material Trade Section. |
| (2) | „ | Soft Goods Section. |
| (3) | „ | Produce Trade Section. |
| (4) | „ | Grocery and Provisions Section. |
| (5) | „ | Liquor Trade Section. |
| (6) | „ | Building Materials and Hardware Section. |
| (7) | „ | Electrical Trade Section. |

LIST OF MEMBERS.

(ALPHABETICAL.)

1911.

Name.	Box No.	Telegraphic Address.	Phone No.	Business.
Adlington & Co., E. H.	418	—	793	Printers
Adlington, E. W. (Crystal Springs Mineral Water Co.) ...	3752	"Piping"	1150	Mineral Water Manufacturer
A.E.G. Electrical Co. of S. Afr., Ltd.	1129	"Induction"	702	Electrical Engineers
African Banking Corporation, Ltd. ...	1025	"Retablo"	2082	Bankers
Ainsworth, Herbert ...	1553	"Ainsco"	356	Engineer and Importer of Machinery and Mining Material
Allan, Whyte & Co.	507	"Haulage"	566	Wire Rope Manufacturers
Allen & Co., Ltd., Edgar	551	"Edgallen"	350	Steel Manufacturers
Andrew & Theinhaus, Ltd. ...	1182	"Octagon"	507	Importers of Mining Material
Anstey & Co., Norman	1003	"Draperies"	963	Milliners and Drapers
Argus Printing & Publishing Co., Ltd. ...	1014	"Star"	100	Printers, Publishers and Stationers
Arnot & Gibson ...	1261	"Gigantic"	1650	Manufacturers' Agents
Atkins & Co., A. ...	3555	"Creamery"	464	Wholesale Grocers and Provision Merch'ts
Baerecke & Kleugden	1164	"Kleudco"	2645	Merchants, Agents and Engineers
Bain & Co., Ltd., Wm.	2724	"Lochrin"	934	Structural Engineers and Fencing Manufacturers
Bank of Africa, Ltd. ...	1123	"Tribute"	10	Bankers
Beatley & Co. ...	12	"Beetle"	1174	Soft Goods Merchants
Beckett & Co., Ltd., T. W. ...	212	"Tekceb"	2549	General Merchants and Importers of Building and Mining Material
Bell & Co., John ...	5472	—	1053	Fruit and Produce Merchants

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Bell's Transvaal, Ltd....	7	"Asbestos"	296	Importers of Mining Material and Engineers' Requisites
Bernstein Bros. ...	4442	"Bequem"	1182	Wholesale Grocers and Provision Merch'ts
Blackhurst & Co. ...	375	"Ironsides"	251	Hardware Merchants
Blaikie & Peirson ...	561	"Pendower"		Brokers and Mine Secretaries
Blane & Co., Ltd. ...	435	"Meteor"	3878	Mechanical and Electrical Engineers
Boustred & Co., W. R.	1525	"Boustred"	828	Hardware Merchants
Brister & Co. ...	1811	"Bandolier"	270	Furniture Dealers
British South African Explosives Co., Ltd.	1938	"Explosives"	264	Explosives Manufacturers
Burmester & Co., W. E.	1008	"Burmester"	12	Printers and Stationers
Cammel, Laird & Co., Ltd. ...	665	"Kamel"	512	Importers of Mining Material
Campbell, R. ...	2693	—	2258	Draper
Campbell Ltd., Stuart	787	"Clipper"	719	Soft Goods Merchants
Campbell, W....	1814	"Accelerate"		British Manufacturers' Representatives Association
Cape Times, Ltd. ("Transvaal Leader")	1020	"Leader"	364	Printers, Publishers and Stationers
Castle Wine & Brandy Co. ...	359	"Pontac"	2740	Wholesale Liquor Merchants
Central News Agency Ltd. ...	1033	"Periodical"	230	Stationers and Publishers
Chandler's, Ltd. ...	107	"Chandlers"	871	Brewers
Chudleigh Bros. ...	743	"Chudleigh"	315	Drapers and Outfitters
Cleghorn & Co. ...	2611	"Cleghorn"	724	Soft Goods Merchants
Cradock & Co., Ltd., Geo. ...	316	"Ropes"	539	Wire Rope Manufacturers and Merchants
Cuthbert & Co., Ltd., W. M. ...	1177	"Cuthbert"	1191	Wholesale and Retail Boot and Shoe Merchants

LIST OF MEMBERS—*Continued.*

vii.

Name.	Box No.	Telegraphic Address.	Phone No.	Business.
Cutler & Wilson ...	2319	"Clearing"	829	Clearing and Forwarding Agents
Davies & Co., Hubert	1386	"Dynamo"	3881	Mechanical and Electrical Engineers
Dick, Kerr & Co., Ltd.	3762	"Dicker"	1489	Engineers and Contractors
Dickinson & Co., Ltd., Jno. ...	2994	"Commiles"	469	Paper Makers and Wholesale Stat'ns
Dun & Co., R. G. ...	5166	"Reference"	952	Trade Enquiry Agents
Dunlop Rubber Co., Ltd. ...	6370	"Tyres"		Importers of Mining Hose and Mining Material
Elephant Trading Co.	1998	"Lavender"	1422	Soft Goods Merchants
Elkau, F. ...	277	"Speed"	223	Mining Material Merchant and Insurance Agent
Esson & Co., R. L. ...	3664	"Drawing"	367	Stationers, Booksellers Drawing Instrument Dealers
Evans & Co., Herbert	1231	"Anaglypta"	2214	Paint and Colour Merch'nts and Decortrs
Felber Jucker & Co. ...	3039	"Felba"	991	Engineers
Fleming, R. & J. ...	393	"Spyhill"	520	Millers and Produce Merchants
Forrest & Co., J. ...	492	"Stovemodel"	106	Furnishing Ironm'ngs
Fraser & Chalmers, Ltd.	619	"Vanner"	2605	Importers of Mining Machinery and Supplies
Freeman & Boulding ...	1686	—	563	Grocers and Wine and Spirit Merchants
Frenkel & Co....	1616	"Frenkel"	6	Produce Merchants
Fisher, S., & Simmons	4391	"Smallarms"	1565	Wholesale Cycle and Motor Dealers
Gain, H. C. ...	484	"Gainster"	596	Wholesale and Retail Grocer
Garlick & Holderoft ...	101	"Garcroft"	25	Soft Goods Merchants

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Giggins, T. A. ...	5360	"Averment"	957	Produce Broker
Ginsberg Ltd. ...	894	"Grocery"	192	Wholesale Grocers and Provision M'rchnts
Goldberg & Zeffertt ...	4175	"Niagara"	238	Mineral Water Manufacturers
Green & Morison, Ltd., E. K. ...	242	"Defence"	14	Wine, Spirits and Cigar Merchants
Greer & Co., R. B. ...	2913	"Agree"	286	Mining Material Merchants. Wire Ropes and Tubes
Gundelfinger, B. ...	207	"Universe"	91	Wholesale Grocers and Provision Merch'ts
Hamilton & Co. ...	2288	"Nickelene"	1868	Mining Material Merchants
Hansen & Schrader, Ltd. ...	1184	"Schrader"	2447	Importers of Mining and Building Materials, Explosives, Wines and Spirits, and Shipping Agents
Hargreaves & Co., Ltd.	522	"Velo"	1236	Wholesale Cycle and Motor Factors
Harvey & Co., Ltd. ...	953	"Penpol"	2626	Mining and General Engineers and Grain Milling Specialists
Harvey, Greenacre & Co.	650	"Greenacre"	99	Drapers and Outfitters
Harwin & Paterson ...	65	"Magt"	178	Wholesale Grocers and Provision Merch'ts
Hayman & Godfrey ...	2439	"Custodes"	947	Solicitors
Henderson & Co. ...	1203	"Henderonia"	1746	Drapers and Outfitters
Henley's (S.A.) Tele- graph Works Co., Ltd. ...	5015	"Megohm"	695	Manufacturers of Electric Wires and Cables
Henwood, Son, Soutter & Co., P....	74	"Heterodox"	11	General Ironmongers and Hardware Merchants

LIST OF MEMBERS—*Continued.*

ix.

Name.	Box No.	Telegraphic Address.	Phone No.	Business.
Heymann & Co , Richd.	2425	„ Extra ”	351	Mining Material Merchants
Heymann, Gordon & Co.	329	“Superior ”	274	Soft Goods Merchants
Hill, S. Norman ...	403	“Norhill ”	77	Produce Broker
Hillman Bros. & Co. ...	2954	“Fibrous ”	935	Timber and Building Material Merchants
Hirsch, Loubser & Co., Ltd.	1191	“Vishnu ”	159	Wholesale General Merchants
Hood & Co., Ltd., C. Wharton ...	6096	“Castings ”	973	Importers of Mining Material
Hortor & Co., Ltd., W. E.	6151	“Emboss ”	1126	Printers and Stationers
Hosken & Co., Wm. ...	667	“Hosken ”	108	Mining Material Merchants
Hunt, Leuchars & Hepburn, Ltd. ...	47	“Varg ”	2485	Importers of Mining and Building Material
Incedon & Co., Ltd., H.	3620	“Incedon ”	1911	Importers of Tubes, Fittings, etc., and Hardware Merchants
Ingersoll-Rand Co., Ltd.	1809	“Outsider ”	358	Mining Material Merchants
Jagger & Co., J. W. ...	471	“Damask ”	161	Soft Goods Merchants
Jessop & Sons, Ltd., Wm.	2551	“Durable ”	508	Steel Manufacturers
Johnstone & Co., W. F.	1869	“Bruittani ”	3615	Timber and Building Material Merchants
Jonas & Co., M. ...	2640	“Stauffer ”	759	Produce Brokers and Exporters
Jooste & Bryant ...	434	“Jostebrynt ”	2181	Wine, Spirit and Cigar Merchants
Juta & Co., J. C. ...	1010	“Booklet ”	190	Booksellers and Stationers

LIST OF MEMBERS—*Continued.*

Name.	Box No.	Telegraphic Address.	Phone No.	Business.
Kalk Bay Fisheries, Ltd.	479	" Fisheries "	801	Wholesale and Retail Fishmongers
Kantor, R.	978	" Kantonal "	368	Wholesale Grocer and Provision Merchant
Koppel, Ltd., Arthur...	3256	" Koppelrail "	2185	Manufacturers of Tram and Railway Material and Mining Machinery
Langdon & Williams, Ltd.	1501	" Screening "	1876	Engineers and Manufacturers' Agents
Lawrence & Co., Ltd., Jas.	716	" Launch "	167	Produce Merchants
Lazarus & Jacobson ...	954	" Persevere "	295	Soft Goods Merchants
Lennon Ltd.	928	" Lennon "	42	Wholesale and Retail Chemists
Leyland and Birmingham Rubber Co., Ltd.	4856	" Suction "	938	Importers of Rubber Goods and Mining Material
Liebermann, Bellstedt & Co.	4946	" Experts "	547	Wine and Spirit Merchants
Littman & Brown ...	3438	" Definbar "	1142	Soft Goods Merchants
Loewenstein, Adams & Co., Ltd.	68	" Crucible "	23	Wholesale and Retail Pharmaceutical and Mining Chemists
Loezius & Zarchi ...	1851	—	1934	Retail General Dealers
Longworth & Co., Ltd.	3135	" Longworth "	1183	Woollen Merchants
Love & Co., Ltd., J. Mac G.	899	" Hardihood "	2248	Importers of Mining Material
McIntosh & Co., P. ...	2(Fordsburg)		990	Grocers
McIntosh, Findlay & Co.	3053	" Macfin "	1923	Timber and Building Material Merchants
Mackay Bros.	251	" Musicus "	2283	Piano and Music Warehouse

LIST OF MEMBERS—*Continued.*

xi.

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Mappin & Webb, Ltd.	3055	"Desdijeron"	796	Jewellers and Silver-smiths
Markham, H. W. ...	1786	"Markham"	1730	Clothier and Outfitter
Marks & Co., Sampson	918	"Desirable"	1229	Jewellers and Silver-smiths
Marks Ltd.	1530	"Strongarm"	197	Produce Merchants
Meyers, E.	3351	"Glasswork"	1195	Hardware Merchant
Mosenthal Bros., Ltd.	1770	"Minerva"	3875	General Merchants and Agents
Moses Eadon & Sons, Ltd.	3686	"Notice"	450	Steel Manufacturers and Mining Material Merchants
Muirhead & Gowie ...	1528	"Muirhead"	354	Drapers and Milliners
Müller & Co., W. H. ...	3286	"Ferrum"	1837	Produce Merchants, Shippers and Exporters
Natal Bank, Ltd. ...	1134	—	306	Bankers
National Bank of South Africa Ltd. ...	1004	—	1393	Bankers
National Trading Co....	2762	"Gloria"	1205	Mining Material Merchants
Neame, H. A.... ...	3921	"Elmwood"	341	Mining and Building Material Merchant
New Transvaal Chemical Co., Ltd. ...	1829	"Vitriol"	1310	Manufacturers
New Transvaal Soap Co.	3248	"Cosmos"	1856	Soap Manufacturers
Niven & Mitchell ...	922	"Credit"	147	Mining Material Ag'ts.
Niven, J. and R. ...	4022	"Nivonia"	813	Engineers and Machinery Importers.
Noble, A. A. & J. A. ...	285	—	1970	Accountants and General Agents
North & Son, Geo. ...	493	"Ostrich"	265	Importers of Machin'y, Motor Cars and Agricultural Impl'mnts
Ohlsson's Cape Breweries, Ltd. ...	1783	"Gambrinus"	1712	Brewers
O'Meara & Co., G. H....	822	"Meal"	499	Millers and Produce Merchants

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Orr, Rosenthal & Co. ...	860	"Armadales"	1479	Soft Goods Merchants
Orr & Co., John ...	1547	"Orco"	1002	Drapers
Paddon & Brock, Ltd. ...	86	"Traders"	244	Drapers, Ironmongers, Grocers, etc.
Pan Afric Shoe Co. ...	78	—	1437	Wholesale and Retail Boot and Shoe Merchants
Pargiter & Co., A. ...	4068	"Brazilians"	309	Importers of Mining Material and En- gineers' Supplies
Parker, Wood & Co., Ltd. ...	1100	"Matabele"	2180	Mining and Building Material and Hard- ware Merchants & Shipping Agents
Parker Bros. ...	109	—	1086	Hardware Merchants
Parry, Leon & Co. ...	2297	"Malvezo"	883	Shipping, Customs and Forwarding Agents
Patlansky Bros. ...	378	"Patlansky"	866	Wholesale Oil Mer- chants
Penney, B. J. ...	2053	"Carts"	357	Coach Builder, Saddler and Motor Car Agent
Phitwell Bros. ...	41	"Uhlans"	1962	Clothiers and Out- fitters
Pirie & Sons (Africa) Ltd., Alex ...	5294	"Paper"	803	Wholesale Paper Mer- chants
Pitt, R. G. Campbell ...	5400	"Campitt"	1731	Constructional Steel Engineer and Im- porter of Mining Material
Premier Milling Co., Ltd.	2889	"Premier"	467	Millers and Corn Factors
Price's Patent Candle Co., Ltd. ...	2015	—	—	Candle Manufacturers
Quinn & Co., Jno. W. ...	1454	"Sweets"	387	Bakers and Confec- tioners

Name.	Box No.	Telegraphic Address.	Phone No.	Business.
Raleigh & Rockey, Ltd.	790	"Battery "	169	Importers of Mining and Railway Material
Rand Cold Storage and Supply Co., Ltd....	1363	"Cymro "	201	Cold Storage Proprietors
Randles Bro. & Hudson	2678	"Randbrohud"	2633	General Wholesale Merchants
Rand Steam Laundries	2673	"Vardosca "	3197	Cleaners and Dyers
Rand Trading Co., Ltd.	2108	"Lamparones"	1877	Soft Goods Merchants
Reid Bros. (Johannesburg), Ltd. ...	802	"Reef "	96	Mining Material and Hardware Merch'ts
Reid & Son, Malcolm...	1090	"Timber "	210	Timber and Iron Merchants and Builders' Suppliers
Reunert & Lenz ...	92	"Rockdrill "	3061	Mechanical and Electrical Contracting Engineers
Robey & Co., Ltd. ...	169	"Robiz "	44	Engineers and Importers of Machinery
Robins & Co., R. ...	587	—	1144	Soft Goods Merchants
Rock & Co. ...	6063	"Bootman "	1759	Wholesale Boot and Shoe Merchants
Rogaly, A. ...	2055	"Expedite "	2273	Accountant and Financial Agent
Rolfes, Nebel & Co. ...	1110	"Rolfes "	819	General Merchants
Rudge-Whitworth, Ltd.	2826	"Foremost "	208	Cycle Manufacturers
Russell & Co., Ltd., John ...	649	"Walsall "	1692	Importers of Tubes and Fittings
Ruthven, S. P. ...	3013	"Belting "	80	Importer of Belting and Mining Material
Sandycroft Foundry Co., Ltd. ...	1976	"Sancroft "	360	Engineers and Importers of Mining Material
Sellar & Co., J. N. ...	3102	"Steel "	554	Mining Material Merchants
Shimwell Bros. ...	2035	"Rims "	2878	Cycle and Motor Agents
Siemens, Ltd. ...	3003	"Serapis "	2211	Electrical Engineers

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Smith, B. L.	2068	"Victualler "	1740	Witwatersrand Licensed Victuallers Association (Incorporated)
Smythe, H. L.	4377	—	1486	Grocers and Wine and Spirit Merchants
S. Afr. Breweries, Ltd.	1099	"Breweries "	1858	Brewers
S. African and General Investment and Trust Co., Ltd. ...	155	"Sphinx "	1898	—
S. Afr. General Electric Co., Ltd.	1905	"Electrical "	591	Electrical and Mechanical Engineers
Standard Bank of S. Africa, Ltd.	1031	—	3184	Bankers
Starfield & Starfield ...	2065	"Fieldstar "	511	Soft Goods Merchants
Stern & Co.	960	"Mercurius "	805	Wholesale Tobacco-nists and Wine and Spirit Merchants
Stewarts & Lloyds (S.A.), Ltd. ...	1195	"Tubes "	3886	Merchants
Store Bros.	303	"Store "	33	Drapers
Sturrock & Co.	2863	"Delta "	1151	Electrical and Mechanical Engineers
Stuttaford & Co., Ltd.	4558	"Stuttafords "	50	Drapers, Outfitters, Furnishers, etc.
Sykes & Co., Ltd., S....	2303	"Psycke "	2190	Engineers — Mining, Electrical and General
Tarry & Co., Ltd., E. W.	254	"Tarrys "	101	Engineers, Iron Founders, Mining Material and Hardware Merchants and Retail Ironmongers
Telegraph Manufacturing Co. (Colonial), Ltd.	2827	"Conductors "	897	Electrical Cable Manufacturers

LIST OF MEMBERS—*Continued.*

xv.

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Thornton, Ltd. ...	769	"Livery "	918	Cartage Contractors Grocers, Wine and Spirit Merchants and Ironmongers
Thrupp & Co., C. H. ...	44	"Thrupp "	34	
Ullmann Bros. ...	3305	"Ulna "	1361	Produce Merchants and Exporters
Union Castle Mail S.S. Co., Ltd. ...	1175	"Chinchilla "	—	—
United Africa Trading Co., Ltd. ...	3236	"Cheese "	457	Grocers and Provision Merchants
United Engineering Co., Ltd. ...	1082	"Armature "	4	Machinery Merchants and Importers
United Fisheries ...	2107	"Kalmus "	71	Wholesale Fish Mer- chants
United Produce Agency	907	"Cereal "	1747	Produce Brokers and Commission Agents
United States Steel Products Co., Ltd.	2743	"Tubular "	1313	Importers of Products of the Subsidiary Companies of the U.S. Steel Cor- poration
United Tobacco Co.s' (North), Ltd. ...	1910	"Cigarette "	—	—
Vacuum Oil Co. of S.A., Ltd. ...	1043	"Vacuum "	2183	Oil and Grease Mer- chants
Vogl & Co., Julius ...	1318	"Reliance "	316	Furniture, Glass and China Merchants
Ward & Salmons ...	1036	—	2770	Outfitters and Im- porters of Sporting Goods
Warder & Bredell ...	518	"Shepherd "	194	Produce Merchants
Watson & Co., James...	5193	"Glasrand "	882	Iron and Steel Manu- facturers

LIST OF MEMBERS—*Continued.*

Name.	Box No.	Telegraphic Address.	'Phone No.	Business.
Western Electric Co., Ltd. ...	1571	"Microphone"	2118	Manufacturers of Electric Cables and Telephones
Wevell Bros. ...	1262	"Wevells"	229	Coach Builders and * Motor Car Agents
White & Co., A. S. ...	3393	"Woollens"	1709	Wholesale Woollen Merchants
Whitelaw & Sons, D...	1628	"Whitelaw"	195	Timber Merchants and Wagon Builders
Wienand, C. F. ...	1352	"Habras"	3	Engineer and Importer of Mining Material
Wilks, James & Co. ...	2362	"Craftsmen"	2871	Manufacturers' Agents
Wolff & Elias, Ltd. ...	1321	"Wolfelias"	292	Hardware Merchants
Wright, Boag & Co. ...	545	"Swivel"	1056	Engineers and Iron-founders

TRADE INDEX

BEING A

CLASSIFIED LIST OF THE MEMBERS

OF THE

JOHANNESBURG CHAMBER OF COMMERCE.

	P.O. Box No.		P.O. Box No.
Accountants—			
A. A. & J. A. Noble ...	285	W. H. Müller & Co. ...	3286
A. Rogaly ...	2055	Niven & Mitchell ...	922
		Patlansky Bros. ...	378
		Raleigh & Rockey, Ltd. ...	790
		Reunert & Lenz ...	92
		Rock & Co. ...	6063
		J. N. Sellar & Co. ...	3102
		Wilks, James & Co. ...	2362
Agents (Commission)—			
T. A. Giggins ...	5360	Agricultural Implement Importers—	
S. Norman Hill ...	403	Harvey & Co., Ltd. ...	953
Jas. Lawrence & Co., Ltd. ...	716	P. Henwood, Son, Soutter & Co. ...	74
Mosenthal Bros., Ltd. ...	1770	Hirsch Loubser & Co., Ltd. ...	1191
W. H. Müller & Co. ...	3286	W. H. Müller & Co. ...	3286
United Produce Agency ...	907	G. North & Son ...	493
		Parker, Wood & Co., Ltd. ...	1100
		Randles Bro. & Hudson ...	2678
		E. W. Tarry & Co., Ltd. ...	254
		United Engineering Co., Ltd. ...	1082
		U.S. Steel Products Co. (Fencing) ...	2743
		Woolf & Elias, Ltd. ...	1321
Agents (Customs and Forwarding)—		Bakers and Confectioners—	
Cutler & Wilson ...	2319	Herb. C. Gain (Golden Grain Bakery, Germiston) ...	484
Parry Leon & Co. ...	2297	Jno. W. Quinn & Co. ...	1454
Agents (Estate, Financial and Property)—		Bankers—	
Blaikie & Peirson ...	561	African Banking Corporation, Ltd. ...	1025
A. A. & J. A. Noble ...	285	Bank of Africa, Ltd. ...	1123
A. Rogaly ...	2055	Natal Bank, Ltd. ...	1134
		National Bank of S.A., Ltd. ...	1004
		Standard Bank of S.A., Ltd. ...	1031
Agents (Manufacturers')—			
E. W. Adlington ...	3567		
Arnot & Gibson ...	1261		
Bell's Transvaal, Ltd. ...	7		
Cammel, Laird & Co., Ltd. ...	665		
W. Campbell (Brit. Manufac- turers Representatives' Asso- ciation) ...	1814		
Hansen & Schrader, Ltd. ...	1184		
Harvey & Co., Ltd. ...	953		
C. Wharton Hood & Co., Ltd. ...	6096		
Langdon & Williams, Ltd. ...	1501		
Mosenthal Bros., Ltd. ...	1770		

	P.O. Box No.		P.O. Box No.
Bookbinders—			
E. H. Adlington & Co. ...	418	Mosenthal Bros., Ltd. ...	1770
Argus P. & P. Co., Ltd. ...	1014	Neame, H. A. ...	3921
W. E. Burmester & Co. ...	1008	Parker, Wood & Co., Ltd. ...	1100
R. L. Esson & Co. ...	3664	Randles Bro. & Hudson ...	2678
W. E. Hortor & Co., Ltd. ...	6151	Reid Bros. (J'burg), Ltd. ...	802
"Transvaal Leader" ..	1020	Malcolm Reid & Son ...	1090
		E. W. Tarry & Co., Ltd. ...	254
		U.S. Steel Products Co. ...	2743
		D. Whitelaw & Son ...	1628
Boot and Shoe Dealers—		Butchers and Poulterers—	
Elephant Trading Co. (Wholesale)	1998	Kalk Bay Fisheries, Ltd. ...	479
Garlick & Holderoft (Wholesale)	101	Rand Cold Storage & Supply Co., Ltd. ...	1363
J. W. Jagger & Co. (Wholesale)	471	United Fisheries ...	2107
Orr, Rosenthal & Co. (Wholesale)	860		
Randles Bro. & Hudson (Whole- sale) ...	2678	Candle Factories.	
Rock & Co. (Wholesale) ...	6063	New Transvaal Chemical Co., Ltd. ...	1829
Starfield & Starfield (Wholesale)	2065	Price's Patent Candle Co., Ltd.	2015
T. W. Beckett & Co., Ltd. ...	212		
Chudleigh Bros. ...	743	Cartage Contractors.	
W. M. Cuthbert & Co., Ltd. ...	1177	Thornton, Ltd. ...	769
Harvey, Greenacre & Co. ...	650		
H. W. Markham ...	1786	Caterers—	
Pan-Afric Shoe Co. ...	78	Jno. W. Quinn & Co. ...	1454
Phitwell Bros. ...	41		
Stuttaford & Co., Ltd. ...	4558	Chemists and Druggists—	
Ward & Salmons ...	1036	Lennon, Ltd. ...	928
		Loewenstein, Adams & Co., Ltd.	68
		J. W. Jagger & Co. (Wholesale)	471
Brewers—		China and Glassware Importers—	
Chandler's, Ltd. ...	107	T. W. Beckett & Co., Ltd. ...	212
Ohlsson's Cape Breweries, Ltd. ...	1783	Bernstein Bros. ...	4442
S. Afr. Breweries, Ltd. ...	1099	Brister & Co. ...	1811
		W. E. Burmester & Co. ...	1008
Brokers (Commercial)—		J. Forrest & Co. ...	492
T. A. Giggins ..	5360	B. Gundelfinger ...	207
S. Norman Hill ...	403	P. Henwood, Son, Soutter & Co.	74
M. Jonas & Co. ...	2640	Hirsch, Loubser & Co. Ltd. ...	1191
Niven & Mitchell ...	922	J. W. Jagger & Co. ...	471
United Produce Agency ...	907	Paddon & Brook, Ltd. ...	86
		Parker, Wood & Co., Ltd. ...	1100
Builders' Material Merchants—		Randles Bro. & Hudson ...	2678
T. W. Beckett & Co., Ltd. ...	212	Stuttaford & Co., Ltd. ...	4558
W. R. Boustred & Co. ...	1525	J. Vogl & Co. ...	1318
J. Forrest & Co. ...	492		
Hansen & Schrader, Ltd. ...	1184	Cleaners and Dyers—	
P. Henwood, Son, Soutter & Co.	74	Rand Steam Laundries ...	2673
Hunt, Leuchars & Hepburn, Ltd.	47		
W. F. Johnstone & Co. ...	1869	Coach and Wagon Builders—	
McIntosh, Findlay & Co. ...	3053	B. J. Penney ...	2053
		D. Whitelaw & Sons ...	1628
		Wevell Bros. ...	1262

P.O. Box
No.

P.O. Box
No.

Cold Storage Proprietors—

Kalk Bay Fisheries, Ltd.	... 479
Rand Cold Storage & Supply Co., Ltd.	... 1363
United Fisheries	... 2107

Cycle Agents—

S. Fisher & Simmons (Wholesale)	... 4391
A. Hargreaves & Co., Ltd. (Wholesale)	... 522
J. W. Jagger & Co. (Wholesale)	471
Rudge-Whitworth, Ltd.	... 2826
Shimwell Bros.	... 2035

Drapers and Ladies' Outfitters—

Norman Anstey & Co.	... 1003
T. W. Beckett & Co., Ltd.	... 212
R. Campbell	... 2693
Chudleigh Bros.	... 743
Harvey, Greenacre & Co.	... 650
Henderson & Co.	... 1203
J. W. Jagger & Co. (Wholesale)	471
Muirhead & Gowie	... 1528
John Orr & Co.	... 1547
Paddon & Brock, Ltd.	... 86
Randles Bro. & Hudson (Wholesale)	... 2678
Store Bros.	... 303
Stuttaford & Co., Ltd.	... 4558

Electrical Engineers—

A.E.G. Electric Co. (S.A.), Ltd.	1129
Blane & Co., Ltd.	... 435
Hubert Davies & Co.	... 1386
Dick Kerr & Co., Ltd.	... 3762
Henley's (S.A.) Telegraph Works Co., Ltd.	... 5015
Reunert & Lenz	... 92
Siemens, Ltd.	... 3003
S. Afr. General Elec. Co., Ltd.	... 1905
Sturrock & Co.	... 2863
S. Sykes & Co., Ltd.	... 2303
Telegraph Mnfctrng. Co. (Colonial) Ltd.	... 2827
United Engineering Co., Ltd.	... 1082
Western Electric Co., Ltd.	... 1571

Engineers (Mechanical and General)—

Wm. Bain & Co., Ltd.	... 2724
Blane & Co., Ltd.	... 435
W. R. Boustred & Co.	... 1525
Hubert Davies & Co.	... 1386
Felber, Jucker & Co.	... 3039
Harvey & Co., Ltd.	... 953
Langdon & Williams, Ltd.	... 1501
J. & R. Niven	... 4022
R. G. Campbell Pitt	... 5400
Reunert & Lenz	... 92
Robey & Co., Ltd.	... 169
Sandycroft Foundry Co., Ltd.	... 1976
Sturrock & Co.	... 2863
S. Sykes & Co., Ltd.	... 2303
E. W. Tarry & Co., Ltd.	... 254
C. F. Wienand	... 1352
Wright, Boag & Co.	... 545

Explosives Manufacturers and Agents—

Brit. S. African Explosives Co., Ltd.	... 1938
Hansen & Schrader, Ltd.	... 1184
Rolfes, Nebel & Co.	... 1110
Reunert & Lenz	... 92

Fancy Goods and Toy Dealers—

Elephant Trading Co. (Wholesale)	1998
Garlick & Holderoft (Wholesale)	101
B. Gundelfinger (Wholesale)	... 207
Hirsch, Loubser & Co., Ltd. (Wholesale)	... 1191
J. W. Jagger & Co. (Wholesale)	471
Randles Bro. & Hudson (Wholesale)	... 2678
Stern & Co. (Wholesale)	... 960
W. E. Burmester & Co.	... 1008
Central News Agency, Ltd.	... 1033
Chudleigh Bros.	... 743
Sampson Marks & Co.	... 918
Stuttaford & Co., Ltd.	... 4558

Fishmongers—

Kalk Bay Fisheries, Ltd.	... 479
Rand Cold Storage & Supply Co., Ltd.	... 1363
United Fisheries	... 2107

Foundries—

E. W. Tarry & Co., Ltd.	... 254
Wright, Boag & Co.	... 545

TRADE INDEX—*Continued.*

	P.O. Box No.		P.O. Box No.
Fruit Merchants—		Hardware Merchants—	
John Bell & Co. ...	5472	Wm. Bain & Co., Ltd. ...	2724
Furniture Warehousemen—		Bell's Transvaal, Ltd. ...	7
B. Gundelfinger (Wholesale) ...	207	Bernstein Bros. ...	4442
J. W. Jagger & Co. (Wholesale) ...	471	Blackhurst & Co. ...	375
Brister & Co. ...	1811	W. R. Boustrad & Co. ...	1525
Harvey, Greenacre & Co. ...	650	J. Forrest & Co. ...	492
Hirsch, Loubser & Co., Ltd. ...		B. Gundelfinger ...	207
(Wholesale) ...	1191	Hansen & Schrader, Ltd. ...	1184
P. Henwood, Son, Soutter & Co. ...	74	P. Henwood, Son, Soutter & Co. ...	74
W. E. Hortor & Co., Ltd. (Office) ...	6151	Hillman Bros. & Co. ...	2954
Stuttaford & Co., Ltd. ...	4558	Hirsch, Loubser & Co., Ltd. ...	1191
"Transvaal Leader" (Office) ...	1020	W. Hosken & Co. ...	667
J. Vogl & Co. ...	1318	H. Incedon & Co. ...	3620
Wolff & Elias, Ltd. ...	1321	J. W. Jagger & Co. ...	471
Grocers and Provision Dealers—		R. Kantor ...	978
A. Atkins & Co. (Wholesale) ...	3555	E. Meyers ...	3351
Bernstein Bros. (Wholesale) ...	4442	Paddon & Brock, Ltd. ...	86
Ginsberg, Ltd. (Wholesale) ...	894	Parker Bros. ...	109
B. Gundelfinger (Wholesale) ...	207	Parker, Wood & Co., Ltd. ...	1100
Harwin & Paterson (Wholesale) ...	65	B. J. Penney ...	2053
Hansen & Schrader, Ltd. (Wholesale) ...	1184	Randles Bro. & Hudson ...	2678
Mosenthal Bros., Ltd. (Wholesale) ...	1770	Reid Bros. (Johannesburg), Ltd. ...	802
Hirsch, Loubser & Co., Ltd. ...		Malcolm Reid & Son ...	1090
(Wholesale) ...	1191	J. N. Sellar & Co. ...	3102
R. Kantor (Wholesale) ...	978	E. W. Tarry & Co., Ltd. ...	254
Randles Bro. & Hudson (Wholesale) ...	2678	U.S. Steel Products Co. ...	2743
Rolfes, Nebel & Co. (Tea) ...	1110	J. Vogl & Co. ...	1318
T. W. Beckett & Co., Ltd. ...	212	Wolff & Elias, Ltd. ...	1321
Freeman & Bouding ...	1686	Hides, Skins and Horn Merchants—	
Gains' Stores (late P. Amm and Sons) ...	484	Rand Cold Storage & Supply Co., Ltd. ...	1363
Kalk Bay Fisheries, Ltd. ...	479	Insurance Agents—	
P. McIntosh & Co. ... (F'burg)	2	F. Elkan ...	277
Paddon & Brock, Ltd. ...	86	W. Hosken & Co. (Lloyd's) ...	667
C. H. Thrupp & Co. ...	44	A. A. & J. A. Noble ...	285
United Afr. Trading Co., Ltd. ...	3236	Mosenthal Bros., Ltd. ...	1770
Gunsmiths, Arms and Ammunition Dealers—		Parry, Leon & Co. ...	2297
Hirsch, Loubser & Co., Ltd. ...		Rolfes, Nebel & Co. (Marine-London Assurance Corp.) ...	1110
(Wholesale) ...	1191	Ironmongers—	
W. Hosken & Co. ...	667	B. Gundelfinger (Wholesale) ...	207
B. Gundelfinger (Wholesale) ...	207	Hirsch, Loubser & Co., Ltd. ...	
J. W. Jagger & Co. (Wholesale) ...	471	(Wholesale) ...	1191
Shimwell Bros. ...	2035	J. W. Jagger & Co. (Wholesale) ...	471
		W. F. Johnstone & Co. (Wholesale) ...	1869
		Randles Bro. & Hudson (Wholesale) ...	2678

	P.O. Box No.		P.O. Box No.
Malcolm Reid & Son (Wholesale)	1090	Hansen & Schrader, Ltd.	1184
T. W. Beckett & Co., Ltd.	212	Harvey & Co., Ltd.	953
Blackhurst & Co.	375	C. Wharton Hood & Co., Ltd.	6096
W. R. Boustred & Co.	1525	Langdon & Williams, Ltd.	1501
J. Forrest & Co.	492	J. & R. Niven	4022
P. Henwood, Son, Soutter & Co.	74	G. North & Son	493
Paddon & Brock, Ltd.	86	Patlansky Bros.	378
Parker Bros.	109	R. G. Campbell Pitt	5400
Parker, Wood & Co., Ltd.	1100	Reunert & Lenz	92
E. W. Tarry & Co., Ltd.	254	Robey & Co., Ltd.	169
Wolff & Elias, Ltd.	1321	John N. Sellar & Co.	3102
		Sturrock & Co.	2863
		S. Sykes & Co., Ltd.	2303
		United Engineering Co., Ltd.	1082
Jewellers—			
J. W. Jagger & Co. (Wholesale)	471	Manufacturers—	
W. E. Burmester & Co.	1008	Brit. S. Africa Explosives Co., Ltd. (Explosives, Nitric Sul- phuric and Hydrochloric Acids)	1938
Mappin & Webb, Ltd.	3055	E. W. Adlington (Mineral Waters)	3567
Sampson Marks & Co.	918	W. M. Cuthbert & Co., Ltd. (Boots and Shoes)	1177
		J. Dickinson & Co., Ltd. (Paper)	2994
Laundries—		R. & J. Fleming ("Fanko")	393
Rand Steam Laundries	2673	Goldberg & Zeffertt (Mineral Waters)	4175
		New Transvaal Chemical Co., Ltd. (Candles, Soap, Sulphuric Acid, Disinfectants, Fertilisers, Paints, Oils, etc.)	1829
Leather Merchants—		New Transvaal Soap Co. (Soap)	3248
Garlick & Holdcroft	101	Patlansky Bros (Oil Refiners)	378
Harvey, Greenacre & Co.	650	Alex. Pirie & Sons, Ltd. (Paper)	5294
J. W. Jagger & Co.	471	Price's Patent Candle Co., Ltd. (Candles)	2015
Randles Bro. & Hudson	2678	Jno. W. Quinn & Co. (Biscuits)	1454
Rock & Co.	6063	Rand Cold Storage & Supply Co., Ltd. (Ice)	1363
		Rudge-Whitworth, Ltd (Cycles, Motor Wire Wheels and Rickshas)	2826
Live Stock and Cattle Dealers—		Mercantile Agency—	
Rand Cold Storage & Supply Co., Ltd.	1363	R. G. Dun & Co.	5166
		Metallurgists—	
Lead Piping—		New Transvaal Chemical Co., Ltd.	1829
Brit. S. African Explosives Co., Ltd.	1938	Millers—	
		R. & J. Fleming	393
Loan, Finance and Trust Co.—		G. H. O'Meara & Co.	822
South African & General Invest- ment & Trust Co., Ltd.	155	Premier Milling Co., Ltd.	2889
		Machinery Importers—	
E. W. Adlington	3567	E. W. Adlington	3567
H. Ainsworth	1553	H. Ainsworth	1553
Bell's Transvaal, Ltd.	7	Bell's Transvaal, Ltd.	7
Cammel, Laird & Co., Ltd.	665	Cammel, Laird & Co., Ltd.	665
Hubert Davies & Co.	1386	Hubert Davies & Co.	1386
Jno. Dickinson & Co., Ltd.	2994	Jno. Dickinson & Co., Ltd.	2994
Fraser & Chalmers, Ltd.	619	Fraser & Chalmers, Ltd.	619

TRADE INDEX—*Continued.*

	P.O. Box No.		P.O. Box No.
Mining and Railway Material Merchants—			
H. Ainsworth	1553	J. N. Sellar & Co.	3102
Allen, Whyte & Co.	507	Stewarts & Lloyds, Ltd.	1195
Andrew & Theinhaus, Ltd	1182	Sturrock & Co.	2863
Wm. Bain & Co., Ltd.	2724	S. Sykes & Co., Ltd.	2303
Baerecke & Kleudgen	1164	E. W. Tarry & Co., Ltd.	254
T. W. Beckett & Co., Ltd.	212	United Engineering Co., Ltd.	1082
Bell's Transvaal, Ltd.	7	U.S. Steel Products Co.	2743
Cammell, Laird & Co., Ltd.	665	Jas. Watson & Co.	5193
Dick, Kerr & Co., Ltd.	3762	C. F. Wienand	1352
Dunlop Rubber Co., Ltd.	6370	D. Whitelaw & Sons	1628
F. Elkan	277	Motor Car Agents and Garages—	
Felber, Jucker & Co.	3039	G. North & Son	493
Fraser & Chalmers, Ltd.	619	B. J. Penney	2053
R. B. Greer & Co.	2913	Shimwell Bros.	2035
Hamilton & Co.	2288	Newsagents and Booksellers—	
Hansen & Schrader, Ltd.	1184	Central News Agency, Ltd.	1033
Harvey & Co., Ltd.	953	J. C. Juta & Co.	1010
P. Henwood, Son, Soutter & Co.	74	R. L. Esson & Co.	3664
Richd. Heymann & Co.	2425	Oil and Grease Merchants—	
C. Wharton Hood & Co., Ltd.	6096	Bell's Transvaal, Ltd.	7
W. Hosken & Co.	667	B. Gundelfinger	207
Hunt, Leuchars & Hepburn, Ltd.	47	Hirsch, Loubser & Co., Ltd.	1191
Ingersoll-Rand Co., Ltd.	1809	Patlansky Bros.	378
Wm. Jessop & Sons Ltd.	2551	Vacuum Oil Co. of South Africa, Ltd.	1043
Arthur Koppel, Ltd.	3256	Oil, Colour and Wallpaper Merchants—	
Langdon & Williams, Ltd.	1501	W. R. Boustred & Co.	1525
Lennon, Ltd. (Chemicals)	928	Herbert Evans & Co.	1231
Leyland and Birmingham Rubber Co.	4856	J. W. Jagger & Co. (Wholesale)	471
Loewenstein, Adams & Co., Ltd. (Chemicals)	68	Outfitters and Clothiers—	
J. MacG. Love & Co., Ltd.	899	Garlick & Holderoft (Wholesale)	101
McIntosh, Findlay & Co.	3053	J. W. Jagger & Co. (Wholesale)	471
Mosenthal Bros., Ltd.	1770	Randles Bro. & Hudson (Whole- sale)	2678
Moses Eadon & Sons, Ltd.	3686	T. W. Beckett & Co., Ltd.	212
National Trading Co.	2762	Chudleigh Bros.	743
Neame, H. A.	3921	Harvey, Greenacre & Co.	650
J. & R. Niven	4022	H. W. Markham	1786
Niven & Mitchell	922	Phitwell Bros.	41
A. Pargiter & Co.	4068	Stuttaford & Co., Ltd.	4558
Parker, Wood & Co., Ltd	1100	Ward & Salmons	1036
R. G. Campbell Pitt	5400	Paper Importers—	
Raleigh & Rockey, Ltd.	790	Argus Printing & Publishing Co., Ltd.	1014
Reid Bros (Johannesburg), Ltd.	802	Bernstein Bros.	4442
Malcolm Reid & Son	1090	Jno. Dickinson & Co., Ltd.	2994
Reunert & Lenz	92		
Robey & Co., Ltd.	169		
John Russell & Co., Ltd.	649		
S. P. Ruthven	3013		
Sandycroft Foundry Co., Ltd.	1976		

	P.O. Box No.
B. Gundelfinger	207
Hirsch, Loubser & Co., Ltd. ...	1191
J. W. Jagger & Co.	471
Alex. Pirie & Sons, Ltd.	5294

Printers and Publishers—

E. H. Adlington & Co.	418
Argus Printing & Publishing Co., Ltd.	1014
W. E. Burmester & Co.	1008
R. L. Esson & Co.... ..	3664
W. E. Hortor & Co., Ltd.	6151
J. C. Juta & Co.	1010
"Transvaal Leader"	1020

Produce Merchants and Agents—

R. & J. Fleming	393
Frenkel & Co.	1616
T. A. Giggins	5360
S. Norman Hill	403
M. Jonas & Co.	2640
Jas. Lawrence & Co., Ltd.	716
Marks, Ltd.	1530
W. H. Müller & Co.	3286
G. H. O'Meara & Co.	822
Ullmann Bros.	3305
United Produce Agency	907
Warder & Bredell	518

Retail General Dealers—

T. W. Beckett & Co., Ltd... ..	212
Loezius & Zarchi	1851
Paddon & Brock, Ltd.	86
Stuttaford & Co., Ltd.	4558

Rock Drills—

Fraser & Chalmers, Ltd.	619
Ingersoll-Rand Co., Ltd.	1809

Rubber Goods—

Dunlop Rubber Co., Ltd.	6370
Leyland-Birmingham Rubber Co.	4856

Saddlers and Harness Makers—

B. J. Penney	2053
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Sanitary Engineering Suppliers—

W. R. Boustred & Co.	1525
J. Forrest & Co.	492
P. Henwood, Son, Soutter & Co.	74
Parker, Wood & Co., Ltd	1100

Saw Mills—

Hillman Bros. & Co.	2954
W. F. Johnstone & Co.	1869
Malcolm Reid & Son	1090

Shipping Agents—

Hansen & Schrader, Ltd. (Ger- man-Australian; and Scandi- navian-South African Lines)	1184
Mosenthal Bros., Ltd. (Bucknall Lines)	1770
Parker, Wood & Co., Ltd. (Aber- deen Direct Line, London- Natal; Aberdeen White Star Line to England & Australia)	1100
Parry, Leon & Co. (Clan and Ellerman & Harrison Lines)	2297
Rolfes, Nebel & Co. (German East African Line-D.O.A.L.)	1110

Shipping Companies—

Union-Castle Mail S.S. Co., Ltd.	1175
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Soap Factories—

New Transval Chemical Co., Ltd.	1829
New Transvaal Soap Co.	3248

Soft Goods Merchants (Wholesale)—

Beatley & Co.	12
T. W. Beckett & Co., Ltd.	212
Stuart Campbell, Ltd.	787
Cleghorn & Co.	2611
Elephant Trading Co.	1998
Garlick & Holderoft	101
Heymann, Gordon & Co.	329
J. W. Jagger & Co.	471
Lazarus & Jacobson	954
Littman & Brown	3438
Orr, Rosenthal & Co.	860
Randles Bro. & Hudson	2678
Rand Trading Co., Ltd.	2108
R. Robins & Co.	587
Starfield & Starfield	2065

(See also Woollen Merchants).

	P.O. Box No.		P.O. Box No.
Solicitors—		Tramway Contractors—	
Hayman & Godfrey	2439	Hubert Davies & Co. ...	1386
Stationers—		Dick Kerr & Co., Ltd. ...	3762
Jno. Dickinson & Co., Ltd. (Wholesale)	2994	Arthur Koppel, Ltd. ...	3256
B. Gundelfinger (Wholesale) ...	207	Tube Manufacturers and Importers—	
J. W. Jagger & Co. (Wholesale) ...	471	R. B. Greer & Co. ...	2913
Alex. Pirie and Sons, Ltd. (Wholesale)	5294	H. Incedon & Co. ...	3620
Randles Bro. & Hudson (Wholesale) ...	2678	John Russell & Co., Ltd. ...	649
E. H. Adlington & Co. ...	418	Stewarts & Lloyds (S.A.), Ltd. ...	1195
Argus Printing & Publishing Co., Ltd.	1014	U.S. Steel Products Co. ...	2743
W. E. Burmester & Co. ...	1008	Upholsterers—	
Central News Agency, Ltd. ...	1033	Brister & Co. ...	1811
R. L. Esson & Co. ...	3664	Chudleigh Bros. ...	743
W. E. Hortor & Co., Ltd. ...	6151	Wine and Spirit Merchants—	
J. C. Juta & Co. ...	1010	T. W. Beckett & Co., Ltd. ...	212
“Transvaal Leader” ...	1020	Castle Wine & Brandy Co. ...	359
Steel Merchants—		Stern & Co. ...	960
Edgar Allen & Co., Ltd. ...	551	Freeman & Boulding ...	1686
Wm. Bain & Co., Ltd. ...	2724	Ginsberg, Ltd. ...	894
Geo. Cradock & Co., Ltd. ...	316	E. K. Green & Morison, Ltd. ...	242
Wm. Jessop & Sons, Ltd. ...	2551	Hansen & Schrader, Ltd. ...	1184
Langdon & Williams, Ltd. ...	1501	Jooste & Bryant ...	434
Moses Eadon & Sons, Ltd. ...	3686	Liebermann, Bellstedt & Co. ...	4946
R. G. Campbell Pitt ...	5400	Marks, Ltd. ...	1530
John N. Sellar & Co. ...	3102	Mosenthal Bros., Ltd. ...	1770
United Engineering Co., Ltd. ...	1082	Rolfes, Nebel & Co. ...	1110
U.S. Steel Products Co. ...	2743	H. L. Smythe ...	4377
Jas. Watson & Co. ...	5193	B. L. Smith (W'Rand Licensed Victuallers' Association) ...	2068
Tailors—		C. H. Thrupp & Co. ...	44
J. W. Jagger & Co. ...	471	Wire Rope Makers and Importers—	
H. W. Markham ...	1786	Allan Whyte & Co....	507
Timber Merchants—		Baerecke & Kleudgen ...	1164
Hansen & Schrader, Ltd. ...	1184	Geo. Cradock & Co., Ltd. ...	316
Hillman Bros. & Co. ...	2954	R. B. Greer & Co. ...	2913
Hunt, Leuchars & Hepburn, Ltd. ...	47	C. Wharton Hood & Co., Ltd. ...	6096
W. F. Johnstone & Co. ...	1869	Langdon & Williams, Ltd. ...	1501
McIntosh, Findlay & Co. ...	3053	Moses Eadon & Sons, Ltd. ...	3686
W. H. Müller & Co. ...	3286	Reunert & Lenz ...	92
Parker, Wood & Co., Ltd. ...	1100	Sturrock & Co. ...	2863
Malcolm Reid & Son ...	1090	U.S. Steel Products Co. ...	2743
Wevell Bros. ...	1262	Woollen Merchants—	
D. Whitelaw & Sons ...	1628	J. W. Jagger & Co. ...	471
Tobacco Manufacturers and Importers—		Longworth & Co., Ltd. ...	3135
Rolfes, Nebel & Co. ...	1110	A. S. White & Co....	3393
Stern & Co. ...	960		
United Tobacco Cos. (North), Ltd. ...	1910		

Johannesburg Chamber of Commerce.

REPORT

For the Nine Months ended 28th February, 1911.

Inaugural Meeting.

At a meeting held on 2nd June, 1910, at which representatives of 95 firms were present, it was unanimously agreed:

“That this meeting hereby resolves to constitute a new organisation, to be called the Johannesburg Chamber of Commerce.”

The new Chamber commenced with a membership comprising practically all the members of the two former commercial bodies, viz., the Johannesburg Chamber of Commerce, Incorporated, and the Johannesburg Chamber of Trade, Incorporated. It was thus entitled to focus and continue the work carried on by the commercial bodies which have existed in Johannesburg since the establishment of the first Chamber of Commerce here in the year 1890.

At the inaugural meeting Mr. Hamilton, who presided, said they were all very pleased that the fusion of the Chambers had taken place, and he hoped it would be the means of bringing them more closely together and enabling them to work for the best interests of the commercial community, not only of Johannesburg, but of the country. Only a strong body could do that, and he felt sure they would have a strong body in this new Chamber.

Mr. W. A. Martin was elected President, and Messrs. R. Hamilton and A. Rogaly Vice-presidents.

The Executive Committee was constituted as follows, viz.:—Messrs. W. B. Beckett, W. L. Downing, J. Forrest, W. H. Haig, J. Holderoft, J. C. Lucas, G. A. Morison, A. H. Nicolson, R. Niven, J. W. O'Hara, H. F. E. Pistorius, J. W. Quinn, A. F. Robinson, A. Rosenthal, J. W. Selke, H. W. Soutter.

It was decided that the financial year should close at 28th February. This report deals, therefore, with the work of the first nine months of the re-constituted Chamber.

Membership.

The membership of the Chamber now stands at 205. Although this is a larger enrolment than that of any other Chamber in South Africa, your Committee would point out there are many firms who should be associated with the work, but have not yet joined the Chamber. Members are invited to co-operate with the Committee in inducing all suitable firms to apply for membership.

Offices.

In view of the large membership of the Chamber, and the increase in its work, it was felt desirable to secure commodious offices in a central position, and arrangements were made to lease premises in Natal Bank Chambers, Market Square.

Finances.

Reference to the financial statement will show that the receipts amounted to £2,524 8s., and the expenditure to £1,780 15s. 10d. The assets at 28th February amounted to £743 12s. 2d., including value of furniture, £242 16s. 6d., and of library, £60 12s. 6d.

Meetings.

The following meetings were held during the period:—

General Meetings of Members	10
Meetings of Executive Committee	29
Meetings of Sub-committees, Trade Sec- tions, &c.	34
	<hr/>
Total	73
	<hr/>

Trade Sections.

By Rule No. 14 the following Trade Sections were provided for, viz.:—

Mining Materials.

Soft Goods.

Produce.

Grocery and Provisions.

Liquor.

Building Materials and Hardware.

An Electrical Trade Section has been formed, and provision is made whereby any 10 members may present a requisition to the Executive Committee for the formation of a section to represent any particular trade or branch of trade.

Each Section is entitled to representation on the Executive Committee.

• SOUTH AFRICAN TRADE.

In connection with the formation of the first Government of the Union of South Africa, your Committee was gratified at the adoption of the recommendation of the commercial community for the establishment of a Ministerial Department of Commerce and Industries.

The portfolio was allotted to the Right Hon. F. R. Moor, and at the inaugural meeting of the Chamber a resolution was unanimously adopted congratulating him upon his appointment.

After the General Election, however, Mr. Moor resigned his portfolio, and the filling of the vacancy was postponed, the Minister of Finance having temporary charge of the Department.

In the meantime representations on a number of important subjects had been addressed to Mr. Moor, but owing to the change referred to these matters have had to remain in abeyance.

Mr. Quinn, at the request of your Committee, addressed a question to the Prime Minister on the subject in the House of Assembly, when General Botha stated that it was having careful consideration. Your Committee regrets that due attention to commercial questions of importance has been so seriously delayed. The appointment of Col. Leuchars to the office has been recently announced.

Mr. J. W. Honey, C.M.G., was appointed Acting Secretary for Commerce and Industries, as well as Commissioner of Customs, and your Committee tendered its congratulations to him thereon.

Customs Statistics.

Upon the accomplishment of Union, separate statistical returns for the several Colonies were abolished. The statistics appended to the report, dealing with Imports and Exports for the year 1910, therefore relate to the whole of the South African Union.

The following summaries will show the course of trade, viz. :—

UNION OF SOUTH AFRICA. (SUMMARY TABLE).

Statement showing the total value of the imports of merchandise and of the exports of South African produce into and from the various ports, and also the total value of the imports and exports into and from the Union of South Africa during the twelve months ended December 31, 1910, as compared with the corresponding period of 1909 :—

IMPORTS.

PORTS.	Twelve Months ended Dec. 31.	
	1910.	1909.
	£	£
Via Cape Town	5,506,122	4,468,735
„ Cape Town, through Parcels Post ...	641,131	571,015
„ Port Elizabeth	7,643,239	5,920,852
„ East London	3,673,278	2,831,471
„ Durban	10,148,031	7,078,784
„ Delagoa Bay	5,831,222	4,826,371
„ Mossel Bay	427,230	357,663
„ Port Nolloth	54,484	87,596
„ Simonstown	3,508	10,587
„ Knysna	18,432	19,772
„ St. John's ... ..	...	489
„ Other Ports	3,218	2,720
From S. and N.W. Rhodesia :		
South African Produce	41,614	26,952
Not South African Produce	15,668	17,563
Total: Merchandise	34,007,178	26,220,570
Diamonds in transit	1,529	1,590
Gold, Raw, in transit	2,487,814	2,546,953
Articles for South African Governments ..	2,720,189	1,135,307
Specie	2,213,327	1,506,730
GRAND TOTAL: IMPORTS	41,430,037	31,411,150

EXPORTS.

PORTS.	Twelve Months ended Dec. 31.	
	1910.	1909.
SOUTH AFRICAN PRODUCE :	£	£
Via Cape Town { Diamonds	8,480,875	6,370,301
{ Gold, Raw	33,268,122	32,159,603
{ Other S.A.P.	1,173,403	1,116,155
„ Port Elizabeth	3,319,700	3,338,495
„ East London	1,884,652	1,740,003
„ Durban { Gold, Raw	979,381	1,101,374
{ Other S.A.P.	3,169,079	2,686,386
„ Delagoa Bay	417,067	259,987
„ Mossel Bay	1,190,304	1,084,578
„ Port Nolloth	330,268	430,993
„ Simonstown ... ..	...	...
„ Knysna	4,217	4,462
„ St. John's ... ..	...	...
„ Other Ports	1,992	...
To S. and N.W. Rhodesia	464,935	391,812
Total : South African Produce ...	54,684,038	50,684,149
IMPORTED GOODS RE-EXPORTED :		
Through Parcels Post	57,882	52,304
Gold, Raw, in transit	33,679	38,572
In Bond and Duty Paid—		
To S. and N.W. Rhodesia	879,347	639,532
Oversea	443,737	430,659
Specie	329,772	165,605
GRAND TOTAL : EXPORTS ...	56,428,455	52,010,821

TRADE OF BRITISH SOUTH AFRICA.

The inclusion of figures relating to Rhodesia brings the following results, viz.:—

GROSS IMPORTS.

Year ending 31st December, 1910	...	£40,105,532
„ „ „ 1909	...	29,842,056

GROSS EXPORTS.

Year ending 31st December, 1910	...	£55,429,241
„ „ „ 1909	...	51,151,463

PROPORTION OF BRITISH TO FOREIGN MERCHANDISE IMPORTED.

	1910.	1909.
	Per cent.	Per cent.
From United Kingdom	59·0	58·1
„ Other British Possessions ...	10·4	12·4
„ Foreign Countries	30·6	29·5
	<u>100·0</u>	<u>100·0</u>

IMPORTS (COMPARISON).

The following are the principal items in the list of imports, comparison being made between the values in 1910 and 1909 respectively :—

	1910.	1909.	Increase or Decrease.	
	£	£	£	
Animals, living	143,482	79,889	+	63,593
Antifriction Grease	47,727	44,019	+	3,708
Apparel and Slops	2,449,575	1,828,198	+	621,377
Arms and Ammunition	252,957	210,447	+	42,510
Assay Apparatus	31,431	33,046	-	1,615
Bags (not leather)	342,943	322,701	+	20,242
Blasting Compounds	142,552	139,015	+	3,537
Brushware	62,371	50,723	+	11,648
Candles	70,904	112,805	-	41,901
Canvas and Duck	49,794	36,993	+	12,801
Cement	123,896	71,155	+	52,741
Cotton Manufactures	2,844,072	2,257,928	+	586,144
Drugs, Chemicals and Apothecary- ware	855,401	769,217	+	86,184
Earthenware and Chinaware	150,264	110,508	+	39,756
Electrical Cable and Wire	260,834	204,300	+	56,534
Electrical Fittings, including Posts	360,392	170,036	+	190,356
Enamelled Ware	58,464	38,384	+	20,080
Food and Drink, Articles of	6,119,291	5,723,260	+	396,031
Furniture	587,720	380,852	+	206,868
Glass and Glassware	183,404	128,567	+	54,837
Glycerine for Manufactures	404,397	290,550	+	113,847
Haberdashery and Millinery	1,913,568	1,598,577	+	314,991
Hardware and Cutlery	1,669,231	1,113,413	+	555,818
Hose, Conveying	56,755	34,837	+	21,918
Implements, Agricultural	422,073	335,793	+	86,280
Iron and Steel Manufactures (except Machinery)	1,515,494	1,025,948	+	489,546
Jewellery	150,623	122,789	+	27,834
Leather Goods (including Boots and Shoes)	1,565,161	1,175,020	+	390,141
Linen Manufactures	49,053	42,577	+	6,476
Machinery (except Locomotives) and parts thereof	3,821,345	2,298,672	+	1,522,673
Manures and Fertilisers	91,915	68,566	+	23,349
Nitrates for Manufactures	252,251	223,728	+	28,523
Oilman's Stores	165,168	139,008	+	26,160
Oils	618,784	501,511	+	117,273
Paints and Painters' Goods	174,669	133,566	+	41,103

	1910.	1909.	Increase or Decrease.	
	£	£	£	
Paper (and Paper Bags)	294,820	224,191	+	70,629
Printers' and Bookbinders' Material	41,724	27,566	+	14,158
Railway Material	355,958	380,299	-	24,341
Sheep Dip	81,662	76,063	+	5,599
Silk Manufactures	74,683	60,648	+	14,035
Soap	225,299	202,632	+	22,667
Sporting Goods	70,283	77,904	-	7,621
Stationery and Books	688,415	576,752	+	111,663
Tallow and Grease	49,452	38,281	+	11,171
Telegraph and Telephone Material...	13,351	15,119	-	1,768
Tobacco and Cigars, etc.	168,186	164,889	-	3,297
Tramway Material	85,879	43,053	+	42,826
Vehicles, all kinds	624,259	409,728	+	214,531
Wax : Paraffin and Stearine	219,765	206,542	+	13,223
Wood and Timber	1,182,166	658,235	+	523,931
Woollen Manufactures	841,807	590,180	+	251,627

EXPORTS (COMPARISON).

The following are the principal articles of South African production exported, viz.:—

	1910.	1909.	Increase or Decrease.	
	£	£	£	
Animals, Living... ..	42,671	44,197	-	1,526
Asbestos, Raw	28,093	27,743	+	350
Bark	219,433	194,696	+	24,737
Coal	986,161	815,803	+	170,358
Copper Ore and Regulus	486,980	531,367	-	44,387
Diamonds	8,480,875	6,370,301	+	2,110,574
Feathers, Ostrich... ..	2,272,846	2,091,280	+	181,566
Fodder and Forage	45,356	18,978	+	26,378
Articles of Food and Drink—				
Kaffir Corn	7,739	5,887	+	1,852
Maize	704,876	655,990	+	48,886
Oats	16,150	83,789	-	67,639
Fish, dried and preserved	29,345	33,027	-	3,682
Fruit, fresh	34,896	38,042	-	3,146
Sugar and Sugar Products	47,791	16,142	+	31,649
All other	91,752	88,593	+	3,159
Totals: Food and Drink	£932,549	£921,470	+	£11,079
Gold, Concentrates or Slag	117,974	97,397	+	20,577
Gold, Raw	34,322,136	33,303,906	+	1,018,230
Hair, Angora	903,164	861,639	+	41,525
Hides and Skins	1,290,210	1,144,650	+	145,560
Oil, Whale	61,403	24,947	+	36,456
Ores and Minerals (except Copper)... ..				
Chrome (Iron)	101,183	72,207	+	28,976
Lead	1,310	5,791	-	4,481
Manganese	2,187	...	+	2,187
Matte	13,991	26,648	-	12,657
Tin	175,994	90,118	+	85,876
Zinc	212	3,679	-	3,467
All other kinds	2,177	1,649	+	528
Tobacco, all kinds	13,881	4,774	+	9,107
Wool	3,830,903	3,728,470	+	102,433

CUSTOMS FORMS.—In view of the amalgamation of the several Departments of Customs, a new set of forms has been drawn up for imports and exports, taking effect from 1st January, 1911.

Tariff Book.

A revised edition of the Tariff Book has recently been published by the Department of Commerce and Industries, including rulings and interpretations to December, 1910.

The following supplementary interpretations have been notified, viz.:—

(a) *Government Notice No. 1127 of December 14:—*

- 1.—Boys' Scouts' badges, item 175 (15 p.c. ad val.).
- 2.—Bread tins for bakeries, when impressed with the name of the baker so that the loaves are similarly marked, item 98 (a) (3 p.c.).
- 3.—Cardboard discs, printed upon, being accessories to "Fly Magnets" (an appliance for catching flies), item 175 (15 p.c.).
- 4.—"Ceres" cocoa fat, item 24 (1½d. per lb.).
- 5.—Cream separators, of a capacity of 2 or more gallons, item 98 (a) (3 p.c.).
- 6.—Cream separators, otherwise, item 175 (15 p.c.).
- 7.—"Danysz Virus," for exterminating rats, item 175 (15 p.c.).
- 8.—Fencing pliers, a tool specially manufactured for use in the erection of wire fencing, item 175 (15 p.c.).
- 9.—Machines for stamping or printing prices, etc., on linen and wallpaper samples and pattern books, such as the Palmer Patent Parallel Stamping Machine, item 175 (15 per cent.).
- 10.—Olive seed, item 175 (15 p.c.).
- 11.—Paper trumpets or horns (toys) with printed labels pasted thereon intended for advertising purposes, item 43 (a) (25 p.c.).
- 12.—"Thermofuge," a medicinal preparation, having the constituent parts on the outside covering; manufactured by Parke, Davis and Co., item 53 (25 p.c.).
- 13.—Tinned sheets, embossed and lacquered in colours, used in the manufacture of tin trunks, item 175 (15 p.c.).
- 14.—Xylonite sheets (imitation ivory) imported for printing or bookbinding purposes, item 175 (15 p.c.).

(b) *Government Notice No. 1166 of December 22:—*

- 1.—Brooches or buttons with portraits of Royalty or celebrities thereon, item 175 (15 p.c.).

- 2.—“Co-jella,” a preparation of castor oil, jelly, and alcohol, manufactured by the Zymole Company, New York, U.S.A., item 53 (25 p.c.).
- 3.—Farmers’ land levels, item 175 (15 p.c.).
- 4.—Lemon vinegar, “Temper” brand, item 45 (b) (25 p.c.).
- 5.—“Palmin” (cocoanut fat), item 24 (1½d. per lb.).
- 6.—“Queen’s” gravy salt, item 175 (15 p.c.).
- 7.—“Petrolatum,” used in the manufacture of polishes, item 175 (15 p.c.).
- 8.—Tobacco extract (a colouring matter).
 - (a) When containing less than 3 per cent. of proof spirit, item 175 (15 p.c.).
 - (b) Otherwise, item 36 (b) (£1 per imp. gall.).
- 9.—Traps, with pipe fittings attached, for baths, sinks, and other sanitary purposes, item 104 (3 p.c.).
- 10.—Wood laths or battens cut to size and roughly planed, used in manufacture of frames for valise tents, item 175 (15 p.c.).

(c) *Government Notice No. 4 of January 3, 1911:—*

- 1.—Glue, powdered,
 - (a) In bulk, item 85 (3 p.c.).
 - (b) Otherwise, item 175 (15 p.c.).
- 2.—Glue, cold water,
 - (a) In bulk, item 85 (3 p.c.).
 - (b) Otherwise, item 175 (15 p.c.).
- 3.—Methyl alcohol (alcohol methylic puriss), item 175 (15 p.c.).
- 4.—Sluice forks, item 89 (a) (3 p.c.).
- 5.—Tree guards, ornamental, item 175 (15 p.c.).

(d) *Government Notice No. 55 of January 7, 1911:—*

- 1.—Dressing for commutators, “Colvin Electric Compo,” item 175 (15 p.c.).
- 2.—“Frutella” Powders (prepared maize), item 17 (b) 2 (2s. 9d. per 100 lbs.).

(e) *Government Notice No. 117 of 17th January:—*

- 1.—Chair seats (compressed), sometimes used as ends for casks containing fruit, item 175 (15 per cent. ad val.).
- 2.—Heinz’s dill cucumbers, item 30 (2½d. per lb.).
- 3.—Insulating varnish, item 175 (15 per cent. ad val.).
- 4.—Rubber blankets or sheets (material used in connection with printing machinery), item 175 (15 p.c. ad val.).
- 5.—Vices (hardware), page 242 of Official Tariff Book should be amended. These come under item 98a (3 p.c. ad val.).

(f) *Government Notice No. 132 of 20th January:—*

- 1.—Fuse igniters—i.e., candles or torches for igniting fuses, item 175 (15 p.c. ad val.).
- 2.—Insulating and deafening quilt (dried eel grass enclosed between paper coverings), a packing for buildings, item 102 (3 p.c. ad val.).
- 3.—Mowbray's Churchman's Kalendar, item 138 (free).
- 4.—Wis-Nak, a blend of Scotch whisky and Colonial wine spirit, is to be treated as follows for Customs duty purposes:—
When imported into the Provinces of the Transvaal, Natal, and Orange Free State, and on proof that the blending has been performed under Customs or Excise supervision, and that duty has been paid on the whisky; on the quantity of Colonial wine spirit, 9s. per proof gallon, with an allowance for underproof down to 7s. 6d. per gallon.
- 5.—Boiler composition: add to list on page 260 of Official Tariff Book, "Biolight," item 59 (3 p.c. ad val.).
- 6.—Virus: on page 244 of Tariff Book, item should read "Virus (vaccine)."

(g) *Government Notice No. 171 of 25th January:—*

- 1.—Cassocks and surplices for choirs or clergy (church vestments), item 143 (free).
- 2.—Cercine wax (coloured), used for polishing purposes or as a substitute for beeswax, item 175 (15 p.c. ad val.).
- 3.—Chard gin, item 36c (19s. per imp. proof gall.).
- 4.—Garden tools, not being toys, item 98a (3 p.c. ad val.).

(h) *Government Notice No. 201 of 1st February:—*

- 1.—Beans and tomato sauce with pork, item 26 (1½d. per lb.).
- 2.—Beans and tomato sauce without pork, item 175 (15 p.c. ad val.).
- 3.—Beans and pork, item 26 (1½d. per lb.).
- 4.—Kandy cloves (confectionery), item 16 (2½d. per lb.).
- 5.—Herrings in tomato sauce, item 19 (1½d. per lb.).
- 6.—"Downe's Farmer's Friend" (page 82 of Official Tariff Book) should read: item 117 (3 p.c. ad val.).
- 7.—Boiler composition: add to list on page 260 of Tariff Book, "Hydropura," item 59 (3 p.c. ad val.).

(j) *Government Notice No. 331 of 20th February:—*

- 1.—"Feculina" pudding or cake powders, item 16 (2½d. per lb.).
- 2.—"Scheintot" revolver or pistol (Dedles), a weapon discharging a chemical substance temporarily rendering an adversary unconscious, each 5s., and in addition 15 p.c.
Cartridges for above, item 32 (15 p.c.), and explosive material contained therein, item 22 (6d. per lb.).

- 3.—Coumarin crystals (extract for perfumery), for use in the manufacture of tobacco, item 50 (25 p.c.).
- 4.—Cake boards, printed upon, used for supporting cakes for delivery purposes, item 175 (15 p.c.).
- 5.—Wrought iron fittings or mountings for cream cans, item 175 (15 p.c.).

Removal of Goods in Bond.

The following notice was issued by the Customs Department in June last, viz. :—

“ Instances have recently occurred in which goods in bond forwarded from one station in the Union to another have been delivered by the Railway Department without due entry, owing to the railway consignment note not having been marked ‘ in bond.’ The attention of the public is directed to the Union regulations in this respect. All such goods should be consigned to the proper officer of Customs at the station of destination, and the consignment note should bear conspicuously stamped across the face thereof, ‘ Goods in bond.’

“ Failure to comply with these requirements will render the goods liable to forfeiture.”

Commerce and Industries Commission.

By Government Notice No. 714 of 10th October, 1910, a Commission was appointed to inquire into and report upon matters dealing with the Commerce and Industries of South Africa, the members being:—Sir T. M. Cullinan, M.L.A. (Chairman), and Messrs. W. Macintosh, W. A. Martin, J. Mossop, C. G. Smith, A. G. Viljoen, and C. H. Wessels, with Messrs. G. Owen Smith and Chas. H. Lepper as Joint Secretaries.

The Hon. J. G. Maydon, M.L.A., was afterwards added to the Commission.

The following matters were included in the terms of reference, viz. :—

- (a) The condition of existing industries, particularly in regard to (1) Raw materials used, and (2) The cost and class of labour employed therein.
- (b) The effect upon such industries of present Custom Tariff and Railway Rates.
- (c) The steps which should be taken to encourage (1) The trade and present industries of this country. (2) The establishment of new industries, and (3) The increased employment of White Labour in such trades and industries.
- (d) The existing transport arrangements for the export trade, and the steps which should be taken in this regard to encourage South African production and export.

It was a matter of gratification to the Chamber that Mr. W. A. Martin was appointed as one of the Commissioners.

At the request of the Commission your Committee considered the terms of reference applicable to the Chamber, and at a special general meeting of members held on 24th January, the following statement was adopted for submission to the Commission. Messrs. R. Hamilton. J. Forrest, and J. W. Quinn, M.L.A., have been asked to give evidence in support of such statement.

Statement for Commerce and Industries Commission.

The Johannesburg Chamber of Commerce desires to offer the following comments upon the Sections of the Terms of Reference to the Commerce and Industries Commission, in which Chambers of Commerce are directly interested, viz. :—

- (c) The steps which should be taken to encourage the trade, etc., of this country.
- (d) The existing transport arrangements for the export trade, and the steps which should be taken in this regard to encourage South African production and export.

I.—DEVELOPMENT OF TRADE.

There are several important questions which the commercial Chambers repeatedly pressed upon the attention of the former South African Governments, and it has been a matter of keen disappointment to these Chambers that although the need of legislation has been acknowledged by the several Ministers concerned, year after year has passed without the desired Parliamentary action being taken. Whilst on the one hand a very large proportion of the public taxation has been obtained through the operations of merchants (by railway rates, Customs duties, etc.), on the other hand reforms which the commercial community have repeatedly asked for have been deferred again and again.

With the accomplishment of Union and the establishment of a Ministry of Commerce and Industries, more favourable opportunities should now arise of amending and rendering uniform throughout South Africa the laws more particularly affecting commercial transactions.

It is proposed, in considering the methods by which the trade of the country can be placed on a better basis, to deal with—

- (a) Legislation;
- (b) Tariffs and Rates;
- (c) Government Administration.

(a) LEGISLATION.

The Chamber trusts that the Commission will lend its support to the representations for early legislation in the following matters, viz.:—

(1) *Weights and Measures.*—It is encouraging to note that a measure on this subject has been drafted, and it is hoped that Parliament will be asked to deal with it without delay. The several Chambers of Commerce have submitted their views upon the proposed Bill, and this Chamber does not consider it necessary to refer to its details, but would again emphasise its importance.

(2) *Insolvency.*—A draft Bill on this subject has been prepared by the Hon. the Minister of Justice, at whose invitation the Chamber is carefully examining its provisions. The Chamber trusts that every effort will be made to secure its being dealt with by Parliament during 1911.

(3) *Licences and Stamp Duties.*—Uniformity of law and practice throughout South Africa is most desirable. In regard to the amounts of the several charges, it is contended that these should be nominal, as otherwise the expenses of carrying on trade are needlessly raised, and it is the consumer who suffers, while incidentally the merchant has to sink an unnecessary amount of capital in his business.

(4) *The Recovery of Debts and Amendment of Court Procedure.*—It is a constant subject of complaint that under existing conditions the collection of commercial debts is a matter of unnecessary costliness and difficulty, and in many cases the amount of the debt, when nominally received, has been previously eaten up by costs. So far as the Transvaal is concerned, a careful inquiry was made by a Government Committee on Small Debts Costs. This Committee made some valuable suggestions, which, however, have not been carried out.

(5) *Merchandise Marks and Patents;* and

(6) *Registration and Transfer of Businesses.*

There should be legislation providing for uniformity of these matters throughout the Union.

(7) *Immigration.*—In view of the past history relating to Indians in the Transvaal and the varying laws of the several Provinces regarding Asiatics, the Union Parliament should at an early date adopt an Immigration Act which, while encouraging all desirable immigrants, should exclude those whose admission would not make for the development of the country on sound lines.

For the purpose of opening up and exploiting the large tracts of land at present wholly or partially lying idle, and also of establishing a large European population in this country, it is of vital importance that action should be taken on the lines adopted by Canada and Australia.

Those Colonies have pursued a policy of Land Settlement and Immigration, which has had enormous success in peopling vast empty spaces and developing the country.

During the ten years ended 31st March, 1908, no fewer than 1,166,000 immigrants entered Canada, and of late an annual average of nearly 300,000 immigrants has been maintained.

In Australia the urgency of the need has been so recognised that the several State Governments are spending £2,000,000 a year in purchasing privately-owned land in convenient centres for the purpose of sub-division into small holdings.

In New Zealand, during 1909, 2,582 settlers, representing 8,000 souls, secured farms in the closer settlement areas.

The representatives of these Colonies in London are vigorously advertising the facilities offered to agricultural settlers.

As is well known, the result in each case has been an enormous development of the agricultural and industrial resources of those territories.

It is submitted that the building up of a large population would be of considerable assistance in providing for the defence of the territories against possible invasion by a foreign power.

The present needs of South Africa are similar to those which these Colonies realised, and it is urged that their example should be followed in regard to land capable of cultivation but not now beneficially occupied, if this sub-continent is to be placed in a position of permanent development and security.

(8) *Ocean Freights.*—Owing to the failure of the representations made by the commercial bodies of South Africa and by the former South African Governments, in the course of which the Imperial Government was asked to take the necessary action for ameliorating the burdens placed upon South African trade by the action of the South African steamship lines, the question should be seriously taken up by the Government of the Union, and if necessary legislation should be passed to meet the position.

This matter is more fully dealt with in the Chamber's comments upon the conditions of the South African Export Trade (q.v.).

Before leaving the subject of legislation the Chamber desires to re-affirm the desirability of the Association of Chambers of Commerce being consulted concerning the terms of proposed Bills affecting commerce and industries prior to their presentation to Parliament.

(b) TARIFFS AND RATES.

Of the utmost importance to trade is, of course, the question of the Tariffs in force affecting the importation and the transport of the commodities required by the public. The imposition of taxation through these channels undoubtedly results in restriction of commercial and industrial operations, and in keeping back the development of the country generally. This taxation has eventually to be borne by the consumer—an aspect that is a serious one when it is remembered that the outstanding question to be considered when dealing with the economic condition of any country is that of the cost of living.

Railway Rates.—To the high cost of living many factors, of course, contribute, for some of which the Government is not responsible, but the Chamber would submit that it is now universally acknowledged that the policy of levying taxation by means of railway rates is unfair and opposed to the best interests of the country.

Upon the inhabitants of the inland districts of South Africa this burden directly falls, those who reside at the coast being exempted; but the prejudicial effect reacts upon the whole country. The Railways are still earning huge profits, and so long as this continues trade and industries are checked and the cost of living inland is kept at an extraordinarily high figure.

The Chamber heartily endorses the following resolution adopted at the last Annual Congress of the Association of Chambers of Commerce, viz.:—

“This Congress is of opinion that, in view of Section 127 of the Act of Union of South Africa, fixing a period of four years for consummation of certain ‘necessary Administrative and official arrangements,’ and particularly in view of the continual increasing profits shown by the Railway Department, and of the unfair incidence of this form of taxation, it is highly desirable that an early revision of railway rates should be made, and material reductions effected in these rates generally.”

Further Adjustments of Railway Rates.—The conditions of trade would also be greatly improved by the early adoption of the following recommendations of the Association of Chambers of Commerce, viz.:—

- (a) This Congress is of opinion that in order effectively to carry out the provisions of Section 127 of the Act of Union, the adoption of ‘*basing point*’ rates would be the most suitable method.
- (b) That this Congress is in favour of the extension to general merchandise of the principle of *lower rates for goods when forwarded in single consignments* of not less than five ton lots from one consignor to one consignee.
- (c) That *raw materials* should be carried at lower rates than partially or fully manufactured articles.
- (d) That the Railway Commissioners be urged to carry into effect the recommendation of the Inter-Colonial Conference on South African Produce Rates which met in February last, viz.: “That Preferential Railway Rates be abolished, except for export purposes, and that any necessary protection be provided by Customs or by other means.”

Customs Tariff.—From the standpoint of the consumer, Customs duties on the necessities of life add to the burden of indirect taxation which has been referred to in connection with Railway Rates.

These taxes fall with especial hardship upon the wage-earner and the taxation burden is, in the case of a family man, multiplied according to the number of his children. It is most inequitable that a man who rears a family in this country should be taxed so much more heavily than the bachelor or the man who keeps his family in another country. The immigration of numbers of families has thereby been checked, and wages in the inland districts of South Africa have had to be kept at so high a level as to make it most difficult to establish industries inland, and this places a permanent obstacle in the way of the development of the interior.

With the material reduction of railway rates and Customs duties many more opportunities of providing employment would arise, and the capabilities of the inland Provinces would be more quickly exploited, for the taxation complained of not only swells the wages account of the employer, but adds to his working expenses in every way.

Encouragement of Colonial Industries.—The Chamber recognises that the conditions of South Africa render it desirable that there should be State encouragement for the development of certain industries. The series of questions which the Commission has addressed to those immediately concerned in such industries is admirably designed to elucidate the actual position in each case. The Chamber is aware that there is a body of opinion favourable to the principle of State assistance by means of high Customs duties, but is of opinion, for the reasons already stated, that undue taxation through the Customs House is not in the best interests of the country.

It has been contended by some local manufacturers that Chambers of Commerce (whose members now consist largely of importers) regard the question of encouraging local industries in an antagonistic spirit based on selfish prejudice. There is absolutely no ground for such a conclusion, as it is contrary to the interests of merchants to import goods if similar articles can be obtained locally under conditions suitable to the consumers for whom the merchants act.

When a trader can depend upon obtaining from local sources a constant and regular supply of an article always uniform in quality and at a reasonable price, it pays him infinitely better to handle it than to import a similar article from overseas. Amongst other reasons for this may be mentioned:—He requires less capital, as, being near his source of supply, he holds a smaller stock, which he can replenish at a few days' notice; he runs less risk of having unsaleable stock left on his hands, and can regulate his supplies with the minimum of trouble.

In many cases where Colonial manufacturers have not succeeded in establishing satisfactory business connections, the reasons are to be found in their failure to recognise the necessary conditions of supply and demand. In view of the increase in production and in the number of industries and the probable expansion in the future, it seems desirable to refer to the relations which should subsist between the merchant and the producer or manufacturer. There has been a tendency on the part of the latter to endeavour to perform the double functions of producer and distributor. Experience in older countries, however, has shown very clearly that these functions are entirely distinct. In the building-up of the great industries of Great Britain, for example, it is acknowledged by the manufacturers' organisations that the distributing merchant has played an important part, and that he is an indispensable auxiliary to their industries. There is no reason why experience in South Africa in this respect should differ from that of any other country, and the sooner it is recognised that the business of the producer is to produce, and of the manufacturer to manufacture, and that the merchant or agent

is infinitely better able to distribute than either, the better for all, including the consumer.

Protective Duties or Bounties.—For the purpose of encouraging the establishment and development of local industries, discussion mainly resolves itself into a comparison between a system of protective duties or one of Bounties.

There seems to be in the minds of many people a loose conception of what constitutes “protection,” and phrases such as “adequate protection” and “moderate protection” are often used. It appears necessary, therefore, to make it clear—

- (a) That “protection” is not necessarily synonymous with high Customs duties. The same end can be attained by other means, and moreover, while in some cases comparatively low duties are in fact protective in their operation, in other cases even very high duties do not check importation.
- (b) The term “moderate protection” is a misnomer. To make any particular duty a protective one it is necessary to fix it at the figure which represents the disadvantage under which the local producer stands in competing with producers in other lands. To fix a lower rate and call it “moderate protection” will not check the importation of the competing article and affords no protection whatever. It merely adds to the cost of the article to the consumer, and many illustrations of this could be drawn from the present Customs tariff.

Moreover, attention should be paid to the extent of advantage which local producers have in competing with oversea manufacturers in respect of the cost of transit by land and sea from the place of production to the consumer in South Africa. An examination of the schedules of rates submitted to the Commission will show how great this advantage is in respect of a large number of commodities.

There are many objections to the imposition of a high tariff for protective purposes, amongst which may be cited the following:—

- (a) That thereby vested interests are created, and when any reforms in the fiscal conditions are desirable from the point of view of the State, such vested interests sometimes prove to be difficulties almost, if not entirely, insurmountable;
- (b) it has been universally the case that when duties have been levied for protective purposes, constant demands are made for them to be raised as being inadequate, and the cost to the consumer increases accordingly as such demands are conceded;
- (c) the system necessitates differentiation between numbers of articles similar in general character; constant rulings and interpretations have to be given; and the merchant is constantly in doubt as to what duty will have to be paid. All such uncertainty is seriously handicapping to trade.

If protective duties are discontinued the Customs Tariff could, and ought to, be simplified and placed on a more equitable basis. There should be three main classes: (1) the principal articles of personal, household, and industrial necessities on the free list or lowest scale; (2) *luxuries* on the highest; (3) *general goods* at a medium rate of duty.

In the opinion of the Chamber the necessary assistance to suitable local industries would best be provided by means of a system of diminishing bounties.

The bounty system has proved of much value in the building-up of industries in other countries, and among other advantages which it possesses may be mentioned the following:—

- (a) It is a payment by result, direct to the person earning it, and the whole community is not taxed indiscriminately on the mere theory or probability of an industry developing;
- (b) the amount of State assistance given is definitely known, and Parliament is in a position to judge of the results, to extend and to vary the system as events justify;
- (c) perhaps the principal advantage of any is that the State, when voting bounties, can attach thereto conditions regarding the industry concerned. These may refer to the proportion of white labour (either in number or amount of wages paid), the percentage of local ingredients used, and other facts connected with the working of the industry. Where any conditions of working are considered inimical to the best interests of the country (in respect, for example, of the character of the labour employed), the State, when voting the bounty, can make its continuance dependent upon specified alterations being made within a definite period.

It will thus be seen that the system would enable every industry, and every appeal for assistance to create an industry, to be considered upon its merits, and would place the State in a position to see that its industries are conducted upon lines which make for the proper development of the country.

(c) GOVERNMENT ADMINISTRATION.

The development of trade can be materially advanced by sympathetic consideration of its interests on the part of the Administrative Departments of the Government. In this connection the Chamber desires to refer to (a) the placing of Government Contracts; and (b) the question of Trading by Government Departments.

(a) *Government Contracts and Supplies.*—For several years past the commercial Chambers of the Transvaal have represented to the Government Departments the desirability of placing contracts with South African firms instead of through the Agent-General. During the period of Crown Colony Government supplies were obtained through the Crown Agents, and the consequent disadvantages were notorious. Frequently goods were not bought at the lowest prices available, and in other instances goods purchased were found on arrival to be unsuitable, besides which, owing to delays, some Departments were led to order too heavily on account of the uncertainty as to delivery. As is well known, large surplus stocks accumulated and had to be disposed of at much below cost.

When the Colony had its own Agent-General the position was considerably modified, but the commercial community felt called upon to press for more ample facilities being accorded South African traders of supplying the Government requirements.

At the last Annual Congress of the Association of Chambers of Commerce of South Africa the following resolution was unanimously adopted:—

“That this Congress reaffirms its opinion that in the general interests of South Africa the present methods of purchasing supplies for Government Departments should be revised, and the necessary supplies obtained by tender through South African merchants or agents.”

In pressing this recommendation the Chamber considers it unnecessary to explain in detail the advantage accruing to the country if orders were placed with South African firms. The latter have sunk large sums of capital here, they are considerable taxpayers, and employ a large number of persons. To increase their trade, therefore, is to proportionately add to these contributions to economic progress. It is admitted that steps have been taken in recent years to remove some of the disadvantages under which they suffered in competing with oversea firms for the supply of the requirements of South African Government Departments; but it is contended that further action could be taken in this direction with advantage to this country. Correspondence on this subject took place during 1909 with the Transvaal Government, in the course of which the Hon. the Colonial Treasurer stated:—

“The opportunities given to the local commercial community of tendering for the supply of Government Stores cannot be regarded as unfair. On the contrary, they are all that can be reasonably expected, seeing that, all things being equal, the preference is given to the Transvaal merchant.”

In reply, however, it was pointed out by the commercial Chambers that the basis of comparison did not do justice to South African merchants, seeing that the Government charges (including allowances for the Agent-General's office, fees to experts, inspection charges and London agents' commission) did not appear to have been taken into account in making due comparison between tenders received through the Agent-General and from local merchants respectively. Instances were cited in which, had allowance been made for such charges, South African merchants would have been entitled to several orders which were placed through the Agent-General.

The Chamber would reaffirm the contention urged upon the Transvaal Government that in the general interests of this country the commercial department of the Agent-General's office in London should be abolished.

It desires to point out that if the Government obtains its supplies through South African merchants the very keen competition which exists here would, without doubt, ensure prices being quoted which would compare favourably with quotations through the Agent-General, especially when allowance is made for present expenses in connection therewith. Merchants and agents here are prepared to supply from stock or indent all requirements, and to be responsible for the delivery of goods of the specified quality and description, as well as for the fulfilment of specifications. It is contended that some charges now paid could thus be saved to the Government, and it is evident that any trade profits and necessary expenditure in connection with contracts would then be circulated in this country, and the benefit would accrue to the general community.”

(b) *Trading by Government Departments.*—At the last Annual Congress the Association of Chambers of Commerce unanimously resolved:—

“That this Congress is of opinion that trading by Government Departments, or the application of public moneys towards that object, interferes with the ordinary trading of the community, and is, from an economic point of view, highly detrimental to the best interests of South Africa.”

This Chamber has had occasion to protest to the late Transvaal Government Departments against such trading. It is hoped that under Union it will not be continued, and the Chamber would greatly value a recommendation from your Commission in support of the above resolution.

II.—THE EXPORT TRADE.

(Clause (d) of Terms of Reference.)

The Chamber desires to lay emphasis upon the unsatisfactory position of this matter, and the grave danger that, owing to inadequate and unsuitable provision for ocean transport, a serious check will be placed upon the development of the South African Export Trade.

Some months ago representations were made by the Chamber on the subject to the Right Hon. the Minister of Agriculture, and in reply the Chamber was informed that the matter had been referred to the Minister of Commerce and Industries for attention. It does not, however, appear that any definite action has yet been taken by the Government, and therefore the earnest attention of the Commission to this matter is requested.

It is well known that last September the export of maize was materially checked by reason of large quantities of grain lying at the coast and at inland stations awaiting forwarding, because freight was not available, and dealers were in consequence unable to fulfil their contracts or to deal with large orders which had been received from oversea. It is beyond doubt a large volume of trade was accordingly lost to South Africa.

It was stated on the other hand that shippers at the time in question declined space offered by the Shipping Companies—

- (1) because prices in Europe were at the time low;
- (2) because space was not available for the port at which the best demand existed and the highest prices were obtainable.

As to (1), it is undoubted that a number of exporters desired cargo space in order to fulfil contracts into which they had entered. With regard to (2), the Chamber would refer to a report dated 10th November, 1910, by the Acting Trades Commissioner for South Africa in London, in which he refers to South African maize being found acceptable on the French Markets, but points out the necessity of shipments being made to Havre direct, adding:—

“The question of direct freight is a very important one, and when such is possible I anticipate a great fillip in the maize trade, not only with the French ports, but with Rotterdam as well.”

Attention is called to the following resolution adopted at the Annual Congress of the Association of Chambers of Commerce in July, 1909, viz.:—

“Whereas produce available for shipment oversea is increasing, and will assume large proportions in the near future, and whereas it is essential that direct access to the markets of the world should be secured, and whereas the steamers of the Conference Lines trade only with a limited number of ports, this Congress is of opinion that the Governments of South Africa should insist that shippers of produce must be at liberty to make their own arrangements for freight to such ports as are not served by steamers owned by the Conference Lines without incurring the penalty of forfeiture or rebate; further, in the event of the Conference Lines not providing sufficient tonnage for freight offered for ports served by their steamers, shippers must have similar liberty of action without penalty.”

The Chamber recognises that, in the agreement made with the Conference Lines, the Government has protected the interests of the producers to some extent; but, notwithstanding this, the present condition of affairs has arisen which, in the opinion of the Chamber, conclusively proves that half measures will not provide a satisfactory remedy.

Those responsible for the terms of the resolution of the Congress referred to were quite aware that if full effect were given to all it requested, the requirements of the case would not be adequately met, but in the then divided Government of South Africa the resolution appeared to cover all that was possible. The resolution had this additional merit also, that if its suggestions were adopted by the Governments and effect given to them, the result would be to prove and bring home to the Governments and to the producers of South Africa that the conditions of freight in the Import and Export Trade are inter-dependent; and that any restrictions upon, or obstacles in the way of the one are bound to affect disadvantageously the working of the other. In other words, so long as the Import Trade of the country is, to so large an extent, controlled by a Shipping Conference under a system of deferred rebates, to that extent is the opportunity for shipping produce to the markets of the world restricted and curtailed. No arrangements for the Export Trade, therefore, which ignore the conditions under which the Import Trade is conducted can possibly be of the most advantageous character, either for the Export Trade itself or in the interests of the country at large.

Much has been made of the statement that the rates charged by the Conference Lines on Maize are unpayable. These rates are: from South African ports to London, Hamburg, and Antwerp, 11s. 6d. per ton, plus 10 per cent. primage, and an additional 3s. 6d. per ton (plus 10 per cent.) to other ports of Great Britain and the Continent. And all rates are subject to the Conference being able and willing to accept the grain offering.

With reference to the rate of freight on Maize, the Chamber has ascertained that from South America to European ports maize has been carried at an average rate for twelve months of 8s. 11d. per ton. It is, no doubt, true that the greater part of the export from South America is in bulk—the rate of freight upon which is lower than for that in bags—but even after making necessary allowances the Chamber would submit that the rate of freight from the Argentine was more favourable than that from South Africa.

The following table of distances shows that, on the average, the South African ports are a somewhat lesser distance from London than Buenos Aires, viz.:—

Buenos Aires	6,560 miles.
Capetown... ..	6,065 „
Algoa Bay	6,345 „
Port Natal... ..	6,810 „

On the score of distance, therefore, there is no justification for the charge of a rate of freight from South African ports higher than from the Argentine.

The Chamber would point out, further, that South African ports offer the immense advantage of coaling facilities at a low price, whereas steamers trading to South America have either to carry sufficient coal in their bunkers for the round trip or have to purchase at South American ports coal which has been imported into that country from overseas.

Neither, therefore, on the ground of distance or cost of coal, is there anything in the conditions of South African shipping justifying a higher rate of freight to or from South African ports than is charged from those of South America.

The Rebate System.—In view of the preceding facts, it is evident that some reason apart from the conditions named must be looked for to explain the higher rates in force in the South African trade, and the Chamber has no hesitation in stating that it is to be found in the fact that the freight market between Europe and South America is an open one and is not subject to the Deferred Rebate System.

It has already been pointed out that the conditions of freight in the Import and Export trade are inter-dependent, and the Chamber considers that in each case the existence of the Rebate system is the principal obstacle in the solution of present difficulties.

Much could be said regarding the heavy ocean freight charges upon imports into South Africa, and, as your Commission is aware, the commercial community of South Africa have time and again endeavoured to obtain an amelioration of the existing conditions. Not only has no success been obtained, but the Shipping Ring still exercises unfettered control over the import and export trade of the country. The latest instance of this is a demand on the part of the Conference Lines that in the case of a long schedule of articles which it terms as valuable cargo the values of the goods must be given at the time in order to ascertain whether an "ad valorem" rate will yield a better freight than the tonnage rate, in which case the "ad valorem" rate is to be charged. It is submitted that such action is altogether beyond the legitimate functions of carriers, and in effect places what is purely a tax upon goods, for none of the goods require any special treatment on the steamers. This alteration besides adding to the already excessive freight charges will doubtless result in certain shippers endeavouring to find means of evasion and thus lead to fraudulent practices. The shipping companies will no doubt follow this up by the examination of cargo, opening of packages, etc., and the inconvenience to trade can easily be realised.

As affecting the export trade, the position of the shipping companies gives them the power to dictate, for all practical purposes, the extent to which maize or other produce for oversea markets can be grown.

In the opinion of the commercial community, the position is an intolerable one, and now that there is a Government and a Parliament able to act for the whole of South Africa, no time should be lost in releasing the trade of the country from the domination which the South African Shipping Conference in London has obtained by means of the Deferred Rebate System.

As a means of doing this, the Chamber desires to submit for consideration the attached copy of a Bill introduced into the Legislative Council of the Straits Settlements intituled "An Ordinance to Impose a Duty on Certain Bills of Lading, and to Protect Shippers of Goods from Excessive Charges and Undue Restrictions."

This Ordinance (which has passed the Legislative Council of the Straits Settlements) is designed to counteract the restrictions on trade which result from the enforcement of a Deferred Rebate System by the shipping combines. As framed it seems to give the Government power to deal only with the export trade of the Colony. There appears to be no reason, however, why, if the principle is adopted by the Union Parliament, it should not also govern the import trade into the country. In the opinion of the Chamber the conditions of South African trade renders this essential.

CONCLUSION.

The Chamber desires to add that it will be happy to render the Commission any assistance in its power for the purpose of elucidating the numerous problems which present themselves when examining the terms of reference. A sub-committee will be appointed to attend any sitting of the Commission which may be fixed for the consideration of the Chamber's evidence.

Signed on behalf of the Chamber.

R. HAMILTON,
Acting President,

W. SMALE ADAMS,
Secretary.

January 24, 1911.

RAILWAY MATTERS.

In connection with the amalgamation of the Railways and Harbours of the Union, the following appointments were notified, viz.:—

Minister of Railways and Harbours: The Hon. J. W. Sauer, M.L.A.

Commissioners: Sir T. R. Price, K.C.M.G., Mr. T. S. McEwen, A.M.I.C.E., and Col. E. M. Greene, K.C., V.D., C.M.G.

Acting General Manager: Mr. W. W. Hoy.

Acting Assistant General Managers: Mr. H. Salmon (Johannesburg), Mr. G. C. S. Clark, C.M.G. (Capetown), and Mr. W. H. Barrett (Bloemfontein).

Your Committee tendered its congratulations to these gentlemen upon their appointments.

Railway and Harbour Estimates.

The Estimates presented to Parliament covering the ten months from 31st May, 1910, to 31st March, 1911, and for the twelve months ending 31st March, 1912, respectively, included the following particulars:—

REVENUE.

RAILWAYS :—	1910-1911 (10 months).		1911-1912	
Estimated Earnings—	£	£	£	£
Passengers	2,285,256		2,865,256	
Parcels	219,917		313,714	
Goods	5,307,369		6,012,284	
Coal	1,653,942		1,827,714	
Live Stock	306,073		366,000	
Miscellaneous	224,064		261,428	
	<u>9,996,621</u>		<u>11,646,396</u>	
<i>Less allowance for revision of rates for three months at £465,000 per annum ...</i>	<u>116,250</u>	9,880,371	<u>465,000</u>	11,181,396

Estimated Subsidiary Revenue—	£	£	£	£
Catering (net)	14,005		17,733	
Real Estate	39,970		49,406	
Bookstalls and Advertising	11,091		15,026	
Ice Making	13		—	
Bedding, etc	2,012		499	
		67,091		82,664
Interest		90,000		70,000

HARBOURS :—

Estimated Earnings	671,716	797,410
Subsidiary Services	11,120	13,660
Total	<u>£10,720,298</u>	<u>£12,145,130</u>

EXPENDITURE.

RAILWAYS :—

	£	£	£	£
Working Expenditure		4,979,449		6,058,523
Depreciation (renewals)—				
Permanent Way and				
Works	247,662		307,367	
Rolling Stock	543,369		695,777	
		791,031		1,003,144
Interest on Loan Capital		1,920,863		2,198,285
Charges <i>re</i> Lines Leased ...		11,312		13,500
Miscellaneous		5,000		7,500
Betterment		750,000		550,000
Rates Reserve Fund		165,333		70,000

HARBOURS :—

Working Expenditure	424,863	544,558
Depreciation (renewals) ...	147,590	182,691
Interests on Loan Capital	304,857	357,929
Balance to Consolidated Revenue A/c	1,220,000	1,159,000
Total	<u>£10,720,298</u>	<u>£12,145,130</u>

TRAIN MILEAGE :—

Estimated Train Mileage, 1911-12	... ..	25,779,575
Approximate do. 1910-11	... ..	25,211,693
Estimated Increase	... ..	<u>567,882</u>

ROLLING STOCK :—

The provisions for renewals of Rolling Stock included :—

	1910-11	1911-12
	£	£
Locomotives	193,638	249,572
Motor Vehicles	1,000	1,834
Coaching Stock	118,294	156,450
Goods Stock	230,437	287,921
	<u>543,369</u>	<u>695,777</u>

Traffic in 1910.

Summary of returns of tonnage of traffic from the Ports to Stations in the Transvaal for the year ended 31st December, 1910 :—

CLASSES.	To Johannesburg.	To Competitive Zone.	Total Transvaal.
	Tons.	Tons.	Tons.
Normal	45,625	59,473	66,254
Intermediate	127,257	283,230	311,298
Intermediate B	39,662	78,540	88,599
Rough	26,286	52,886	63,801
Rough B	2,445	6,139	6,416
Rough C	30,114	116,952	126,883
Imported Produce	21,001	37,569	46,336
Fencing, etc.	2,712	9,648	16,815
All other	12,148	65,188	160,713
Totals—1910	307,250	709,625	887,115
„ 1909	244,613	527,383	659,627

Traffic to the Competitive Area.

The following information has been supplied in regard to commercial sea-borne traffic during 1910. Under the Transvaal-Mozambique Convention it is provided :—

“The competitive area shall mean the area between the stations Pretoria, Springs, Klerksdorp, Vereeniging (inclusive), and commercial sea-borne goods traffic shall exclude traffic for Civil, Military, and Railway Administrations.”

The Convention also provides for the division of traffic between the ports after satisfying the provisions of the agreement with Portugal for a minimum of 50 per cent. and a maximum of 55 per cent., as follows :—

- (a) “Natal Ports shall have 30 per cent. of the total gross tonnage by all routes to such area, and the Cape Ports shall have the balance of such traffic. If the proportion of such traffic via Natal Ports shall rise above 30 per cent. the Cape Government shall have the right to claim a readjustment of railway rates from Cape and Natal Ports in order to bring down the Natal proportion of traffic to 30 per cent., the intention being that

the 5 per cent. margin of fluctuation provided in the Portuguese Agreement shall accrue to the Cape Ports if the traffic via Lourenco Marques shall permit it."

- (b) "On the other hand should the proportion of such traffic via Cape Ports rise above 20 per cent. or the proportion of traffic via Natal Ports shall fall below 30 per cent. then the Natal Government shall have the right to claim a readjustment of the railway rates from the Cape and Natal Ports in order to restore to Natal its 30 per cent. of traffic."
- (c) "Such readjustment shall take place every six months at the end of June and December."

The returns for the year 1910 shew the traffic to have been divided as follow :—

CLASS I.—(Goods of Normal, Intermediate and Intermediate B Classifications).

		Tons.	Per cent.
Via Cape Ports	...	45,763	11·32
„ Durban	...	102,911	25·46
„ Delagoa Bay	...	255,505	63·22
		<u>404,179</u>	<u>100·00</u>

CLASS II.—(Rough, Rough B, Rough C and Imported Produce).

		Tons.	Per cent.
Via Cape Ports	...	16,558	7·79
„ Durban	...	44,065	20·74
„ Delagoa Bay	...	151,883	71·47
		<u>212,506</u>	<u>100·00</u>

GRAND TOTALS OF BOTH CLASSES.

		Tons.	Per cent.
Via Cape Ports—			
Cape Town	...	4,294	·70
Port Elizabeth	...	32,943	5·34
East London	...	25,084	4·07
		<u>62,321</u>	<u>10·11</u>
„ Durban	...	146,976	23·83
„ Delagoa Bay	...	407,388	66·06
		<u>616,685</u>	<u>100·00</u>

The following alterations have been made since the ratification of the Convention, for the purpose of carrying its provisions into effect, viz. :—

Port Rates to Johannesburg (Per Ton).

UNDER THE TRANSVAAL—MOZAMBIQUE TREATY.

CLASSES.	Rates Prior to Treaty.	REDUCTIONS.			
		July, '09. to	Jan. '10. to	July, '10. to	Jan. '11. to
	s. d.	s. d.	s. d.	s. d.	s. d.
NORMAL—					
Delagoa Bay ...	140 0	Unaltered.			
Port Natal ...	153 4				
Buffalo Harbour ...	153 4				
Algoa Bay ...	161 8				
INTERMEDIATE—					
Delagoa Bay ...	100 0	—	—	—	100 0
Port Natal ...	115 0	112 1	109 2	107 1	105 5
Buffalo Harbour ...	115 0	112 1	109 2	107 1	105 5
Algoa Bay ...	123 4	120 5	117 6	115 5	112 11
INTERMEDIATE B—					
Delagoa Bay ...	85 0	—	—	—	85 0
Port Natal ...	98 4	95 5	94 2	92 1	90 5
Buffalo Harbour ...	98 4	95 5	94 2	92 1	90 5
Algoa Bay ...	105 0	102 1	100 10	98 9	96 3
ROUGH—					
Delagoa Bay ...	75 0	—	—	—	75 0
Port Natal ...	88 4	86 3	84 2	82 1	80 0
Buffalo Harbour ...	88 4	86 3	84 2	82 1	80 0
Algoa Bay ...	95 0	92 11	90 10	88 9	85 10
ROUGH B—					
Delagoa Bay ...	60 0	—	—	—	60 0
Port Natal ...	73 4	71 3	69 2	67 1	65 0
Buffalo Harbour ...	73 4	71 3	69 2	67 1	65 0
Algoa Bay ...	80 0	77 11	75 10	73 9	70 10
ROUGH C—					
Delagoa Bay ...	53 4	—	—	—	53 4
Port Natal ...	66 8	64 7	62 6	60 5	58 4
Buffalo Harbour ...	66 8	64 7	62 6	60 5	58 4
Algoa Bay ...	73 4	71 3	69 2	67 1	64 2
IMPORTED PRODUCE—					
Delagoa Bay ...	53 4	—	—	—	53 4
Port Natal ...	63 4	62 6	61 8	60 5	59 2
Buffalo Harbour ...	63 4	62 6	61 8	60 5	59 2
Algoa Bay ..	68 4	67 6	66 8	63 5	64 2
FENCING—					
Delagoa Bay ...	36 8	—	—	—	No change.
Port Natal ...	46 8	45 10	45 0	43 9	
Buffalo Harbour ...	46 8	45 10	45 0	43 9	
Algoa Bay ..	51 8	50 10	50 0	48 9	

Sufficient time has not elapsed since the reductions made on 1st January, 1911, to demonstrate their ultimate effect upon the division of traffic between the Ports.

For the month of January the results were :—

PORTS.	PERCENTAGES.		
	Class I.	Class II.	Totals.
Cape Ports	12·43	8·19	10·82
Durban	34·60	28·40	32·24
Delagoa Bay	52·97	63·41	56·94
	100·00	100·00	100·00

For the month of February :—

PORTS.	PERCENTAGES.		
	Class I.	Class II.	Totals.
Cape Ports	12·80	9·43	11·55
Durban	31·65	34·38	32·66
Delagoa Bay	55·55	56·19	55·79
	100·00	100·00	100·00

RAILWAY HEADQUARTERS.—In June last your Committee addressed the Minister, calling attention to a prevalent rumour that the Government contemplated removing the Railway Offices from Johannesburg to Pretoria. Attention was called to the serious inconvenience to commerce which would undoubtedly result, and it was asked that before arriving at a decision the Minister would receive a deputation from the Chamber. A reply was received from Mr. Sauer that should any change be contemplated the Chamber would be given an opportunity of discussing the matter with him.

On 9th August, 1910, General Botha, the Prime Minister, in addressing the electors of Pretoria, said:—

“He could claim he had done as much as any man for Pretoria, and if returned he would do everything to make this a worthy seat of the Union. The head administration of the Post Office should be here. It was time Pretoria was the seat of the Government of the Union, and that the head offices should be in Pretoria, but in the case of the Railways other circumstances must be taken into consideration. Johannesburg was the centre of trade and commerce, and consequently of the railway traffic, and it was only commonsense and sound business that the Railway Head Office should also be located in the centre. They therefore had no wish to disturb the present arrangement.”

New Tariff Book.

On 1st February a new Tariff-book with regulations applying to all Railways of the Union was issued.

The following, amongst other, alterations, were made:—

(1) The *rates and classifications* for goods were assimilated and, where possible, made uniform over the whole system. The *classification list* of the former C.S.A.R. has been adopted and tariffs are described numerically, viz.:—

- | | | |
|-----------------|----------|-------------------------|
| No. 1, | formerly | “Normal.” |
| No. 2, | „ | Intermediate. |
| No. 3, | „ | Intermediate B. |
| No. 4, | „ | Rough. |
| No. 5, | „ | Rough B. |
| No. 6, | „ | Rough C. |
| No. 7, | „ | Imported Produce. |
| No. 8, | „ | Fencing and Fertilizer. |
| No. 9, | „ | Wool. |
| No. 10, | „ | Tariff 6. |
| Nos. 11 and 12, | formerly | Tariff 7. |
| No. 13, | formerly | Temporary Fencing Rate. |
| No. 15, | „ | Tariff 8. |
| No. 16, | „ | Tariff 9. |

(2) *Uniform scale of rates per mile* applying over the whole system, except in regard to Port Rates to the competitive area;

(3) The list of persons entitled to *concession fares* curtailed;

(4) *Family Excursion Tickets* abolished;

(5) *Excursion fares* (at recognised holiday times or in connection with agricultural shows) to be on the basis of single fare plus one quarter.

(6) New mileage scales for *Parcels and Excess Luggage, Livestock, Vehicles, &c.*

(7) The system of *redistribution rates* introduced by the C.S.A.R. was extended so as to apply to the following centres, viz. :—

Cape Province.—Aliwal North, Beaconsfield, Beaufort West, Burghersdorp, Cradock, Graaf-Reinet, Grahamstown, Kimberley, Kingwilliamstown, Queenstown, Vryburg, Worcester.

Orange Free State.—Bethlehem, Bloemfontein, Harri-smith, Kroonstad, Ladybrand.

Transvaal.—Germiston, Heidelberg, Johannesburg, Klerksdorp, Krugersdorp, Middelburg, Pietersburg, Potchefstroom, Pretoria, Standerton, Vereeniging, Volksrust.

Natal.—Charlestown, Dundee, Estcourt, Ladysmith, Maritzburg.

Broadly speaking, goods traffic classified in Classes 1 to 6 consigned from these stations, when despatched in a “forward” or “return” direction will be charged at the difference between the port rate to the sending station, and the port rate to the receiving station, plus $2\frac{1}{2}$ d. per 100lbs.

(8) The Chamber’s recommendation that the *Railway Letter Post* system should apply over the whole of the lines has been adopted.

Letters may be posted at any Railway Station Parcels Office or Booking Office for conveyance by the next available passenger or mixed train to the place of their destination, or to the railway station nearest thereto. On arrival at such station the letters are transferred to the nearest Post Office or Post Office Letter Box for delivery in the ordinary course.

Letters must be handed in at the forwarding station at least 10 minutes before the departure of the train, and must bear, in addition to stamps covering the ordinary postage rate, an extra 1d. stamp.

Cartage Department.

From the 1st June last the local cartage charge (within the $2\frac{1}{2}$ mile radius) was reduced from 3s. to 2s. 6d. per ton.

COLLECTION OF GOODS FOR FORWARDING.—Your Committee has repeatedly endeavoured, without success, to obtain the alteration by the Railway Department of the present conditions applying to the collection of goods for forwarding.

The position is that upon railway trollies arriving at merchants' stores (after being requisitioned), the storeman has to load the goods on the trolley and hand the driver the forwarding note to take to Kazerne. The drivers, being natives, are unable to give receipts for the goods or to check the forwarding notes. The Administration's procedure is supposed to be: that immediately on arrival of the trolley at Kazerne the load is compared with the forwarding notes, and any discrepancies are made the subject of telephonic inquiry; that where this fails to clear up difficulties, an official will call at the stores concerned; and that in all cases receipts are posted to firms before noon on the day following the loading of the goods.

This procedure, however, frequently fails to be followed, and it often happens that two or three days elapse before the firm gets the receipt, and then it is sometimes a qualified one, with remarks such as "goods wet," "one package short," "contents of case rattling," etc., etc.

All this means that a firm cannot satisfy itself that orders which it has tried to execute are properly fulfilled. Complaints are therefore numerous, and complications and irritations in business transactions are constantly arising.

The Chamber has contended that no one should be expected to part with goods without an acknowledgment; and that white drivers capable of checking and signing for goods should take the place of the natives now employed.

The Administration, on the other hand, admits that its system is not justified from the point of view of abstract prin-

ciple, but is not willing to adopt the recommendations of the commercial community, as the employment of white drivers would, in its opinion, mean an extra cost of £10,000 a year. The General Manager says it pays much better to continue the present system and to treat liberally all claims for goods proved to be actually lost or damaged.

This attitude, however, is considered as most unsatisfactory. It takes no account of the constant unnecessary trouble caused to merchants and their customers; it is totally unbusinesslike; and from the public standpoint it means that the Railway Department makes use of its position to pile up profits rather than recognise the opportunity given of supporting the movement for employing white men instead of natives whenever this can be reasonably done.

As to the contention of the Administration that the change would be a most expensive one, it is submitted that there are many reasons for contending that it would be in the interests of the Department and its customers alike. Amongst these may be mentioned:—

- (1) The draught animals and the trollies also would be better taken care of.
- (2) The various customers would be more quickly found and served, and trollies would therefore do more work.
- (3) Merchandise would be better handled and the complaints heretofore arising in this respect would be minimised. The Administration would have fewer claims to meet.
- (4) In regard to the collection of goods for forwarding, receipts could be given straight away for goods loaded, and the time afterwards spent both by merchants' staffs and the Railway officials in adjusting these matters would be saved.

At Durban, although the cartage is done by a cartage contractor, receipts are given by European officials at the time of loading at merchants' stores; and, moreover, the loading on the trollies is also done by the cartage officials.

At Johannesburg and Pretoria the Municipality has for certain work engaged white drivers where Kaffirs used to be employed, and with advantage. Many merchants have done the same.

From the purely practical point of view it is contended that the experiment would be fully justified. It should, how-

ever, be also recognised that there is an increasingly strong public opinion in favour of the employment of Europeans, instead of natives, wherever possible; and it is contended that institutions of financial strength, such as the Railway Department, could and should give a lead in this direction.

Lastly, it should be remembered that merchants are obliged to fall in with the system complained of, notwithstanding its risks and inconvenience, seeing that the Railway Department will not leave firms free to deliver the goods to the station by their own wagons.

DELAYS IN DELIVERY.—(1) *Mail-boat Traffic*: Representations were made to the Administration regarding complaints that this traffic, including as it does goods urgently needed, had on many occasions been delayed in delivery. The Acting General Manager stated that no efforts should be spared to obviate these delays occurring either in loading, despatch, or in transit. He afterwards notified that in some instances it had been found that delays had been caused at Port Elizabeth by failure to hand over the necessary documents before three o'clock each Friday afternoon. Your Committee thereupon communicated with the Port Elizabeth Chamber on the subject.

(2) *Delays to General Traffic*.—Correspondence and interviews have taken place with the Assistant General Manager relative to complaints received from members.

The Cartage Superintendent also attended a meeting of your Committee on 10th February, when the arrangements at Kazerne were discussed. He promised to bring before the General Manager the Committee's views in reference to (a) giving receipts at merchants' stores for goods for forwarding; (b) dealing promptly by telephone with discrepancies between goods received at Kazerne and the accompanying forwarding notes; and (c) provision for dealing more promptly with mail-boat traffic.

(3) *Time of Forwarding Goods*.—Members are reminded that they could assist the Administration by arranging with the Cartage Department for the collection during the morning of all goods which are then ready for forwarding. The Cartage Superintendent gives the assurance that if trollies are telephoned for in the mornings this would not affect requisitions for collection in the afternoons from the same stores, but would, on the contrary, enable the Department to deal with these more readily.

Cash on Delivery System.

PAYMENT TO CONSIGNORS.—In answer to your Committee's inquiry, the Acting General Manager stated that payments are dealt with as follows:—

Upon receipts of advice of payment by consignees senders are notified that the amounts are available for payment, but in the case of Kazerne and Park stations special arrangements are in operation. At Park Station an arrangement is in force for the despatch of cheques to the payees the day after receipt of the advice from the receiving station; but at Kazerne, where the work involved is considerable, the cheques are despatched weekly. In the event, however, of a special application being received for early payment, a cheque is made out immediately.

TIME ALLOWED FOR TAKING DELIVERY.—In reply to inquiry, the Railway Department stated that parcels and goods consigned on the C.O.D. system are subject to the same storage conditions as ordinary consignments, viz.:—

Parcels, 3 or 14 days, according to whether consignee's residence or place of business is under or over 10 miles from the station;

Goods, when consignee's address is within 2 miles from station, 48 hours; from 2 to 10 miles, 3 days; 10 miles or over, 14 days.

Your Committee represented that these conditions should be modified in respect of parcels and goods sent under the C.O.D. system, and that where the address of consignee is not less than 2 miles nor more than 10 miles from the nearest station a period of 10 days should be allowed within which delivery may be taken. The Department replied, however, that the traffic forwarded under this system was subject to the General Railway Regulations.

Goods for Rhodesia.

In the September Monthly Report the attention of members was called to a communication from the Zeerust Chamber of Commerce, setting forth the savings to be expected by the use of the Krugersdorp-Zeerust-Lobatsi route from Johannesburg and the East Coast ports to Rhodesia, as compared with the Fourteen Streams route. It was stated that practically

unlimited wagon transport is obtainable at 1s. per 100lbs. between Zeerust and Lobatsi, and the forwarding agents charge 3d. per 100lbs. at each end. Details of the railage and transport charges were given, and it was contended that by consigning through Zeerust the following savings per 100lbs. would be effected, viz.:—

	s.	d.
On drapery, hardware, crockery (packed), furniture in cases, boots and shoes...	5	8
On tea, general groceries, buckets, tinned meats, and paints	0	10
On dynamite	4	1½
On soap, mining machinery, coffee (raw), engines, paraffin (owner's risk), nails and bolts	3	2½
On candles, sugar, steel bars	3	2
On galvanised iron, agricultural implements, printing paper (Customs value not ex- ceeding 5d. per lb)	2	1
On deals	1	9
On flour and meal	2	8¾
On fencing material	2	6

On grain bags, however, there would be an increase of 1½d. per 100lbs.

Tenders for Brushware.

Your Committee addressed the General Manager (16th January) drawing attention to certain conditions attached to the form of tender issued for the supply of brushware. Objection was taken (a) to the stipulation that the contractor must be prepared to fulfil orders for the immediate delivery (as and when required) from stock of any quantity of the stores; and (b) to such a contract being for three years.

On the first point the General Manager was reminded of the arrangement made at a conference with the Commercial Chambers in January, 1909 (in regard to contracts where definite quantities are not specified), by which tenderers may name the maximum quantities they are prepared to hold for immediate delivery, or during any period of three months respectively.

As to the period of the contract, it was submitted that one year should be substituted for three years, especially in view of the general fluctuations in values which have taken place in recent years.

On 13th February the Acting General Manager wrote stating the circumstances of the case were as set out by the Chamber. He added: "In view of the fact, however, that the tender forms in this connection have since been distributed to all those interested, the Chamber will, I think, agree with me that to make amendments now in the printed conditions of contract would only lead to confusion and misunderstanding. The Chamber's representations, however, will not be overlooked, and will be borne in mind when the tenders for brushware supply are under consideration."

Seeing that this letter was received on the date fixed for sending in tenders, your Committee replied that the position then was that firms who would in the ordinary course have sought to obtain the contract might be divided into three classes, viz., (1) those who refrained from tendering because of the irksome conditions; (2) those who had introduced qualifications with their tenders; (3) those who had adhered strictly to the conditions, but who would have been glad of an opportunity of introducing modifications had they known these would be allowed. In the circumstances the Committee expressed the opinion that in order to deal equitably with the matter either the conditions should be strictly adhered to or fresh tenders should be called for.

Fruit Traffic.

In reply to your Committee's inquiry, the Assistant General Manager supplied information as to the arrangements for this traffic. Transit from Hex River and Paarl to Johannesburg occupies approximately 71 and 78 hours respectively. During the fruit season two fast perishable trains are almost exclusively employed in hauling such traffic from the Western Province to the North. He stated that no serious complaints had been made as to the condition of fruit on arrival, but that, on the contrary, frequent observation of the vehicles on off-loading afforded abundant evidence of the traffic having carried exceedingly well in the specially fitted wagons. The cost for the conveyance and delivery of South African fruit from, say, Paarl to Johannesburg is 3s. 1d. per 100lbs.

IMPORTED FRESH FRUIT.

The Chamber has endeavoured to obtain a reduction in the excessive rates now charged to Johannesburg, but hitherto without success.

The position at present is as follows:—Rate on fresh imported fruit from Capetown, 10s. 3d. per 100lbs., as compared with the following other rates for similar distances, viz.:

Imported Produce 4s. 6½d. per 100lbs.

South African Fresh Fruit ... 3s. 2¼d. per 100lbs.

The question has been raised largely in reference to Canadian apples imported through Capetown.

There have been two reasons offered against any reduction, viz.:—

(1) *That the growth of South African fruit should be encouraged.* In regard to this, the Canadian apple is not a competitor with that locally grown, for the reason that the latter is only obtainable for a short period, and during that period the cost of landing the imported fruit is prohibitive. The ocean freight alone is 10s. per barrel, which is equivalent to 1.40d. per lb., and of course the railage has to be added.

It is unfair, however, during the rest of the year, when there are no local supplies, to charge railage which represents 1¼d. per lb., and which, when added to ocean freight and dock dues, &c., makes the transport charged more than 2½d. per lb.

(2) The other point raised (and this by the Railway Administration) is that *any reduction in the rate would not benefit the consumer*; that the retail price would not be affected, but the difference in charges would go into the pockets of the dealers.

The Chamber entirely disagrees with such an argument. It is often assumed by those not engaged in trade that when on any particular commodity a reduction of rates is made by an amount which does not seem to be sufficient to alter the retail price for a small quantity of such commodity, that therefore the consumer gets no benefit. This conclusion is quite erroneous.

The position is that as, on the one hand, an increase of rates raises the expense of conducting a business and necessitates the price of some of the goods being raised; on the other

hand, when reductions are made and trading expenses thereby reduced, the competition which exists in every branch of trade ensures to the consumer a corresponding reduction in price. It may be in some cases the reductions on some particular commodity are not sufficient to alter the retail price of that article, but in that case some other articles are cheapened.

In reference to these imported apples, etc., it has been pointed out that the present railage represents $1\frac{1}{4}$ d. per lb. If they were carried at the Imported Produce rate the reduction would represent .69d. per lb., and if reduced to the same rate as for South African Fresh Fruit, .85d. per lb. These are substantial reductions, and there would be no doubt as to the consumer benefiting.

EXPORT OF MAIZE, ETC.

In view of the importance which this branch of trade has now assumed, it has been found necessary, both by the Government and the commercial community, to give considerable attention to the subject.

GRADES IN 1910.—Following upon the South African Maize Conferences (at which Mr. Keeling represented the Transvaal trade) held in Bloemfontein in January, 1910, further meetings were held in Durban and Bloemfontein, when official samples of grades for 1910 were made up and circulated throughout South Africa. Your Committee, at the request of the Produce Trade Section, pointed out that while the schedule of grades fairly represented the products of the country, the official samples did not in certain respects accord with the scheduled descriptions. It was, however, found impossible to make any changes for the season then current.

REGULATIONS.—Following upon the recommendations of the Maize Conference, and also with a view to adjusting difficulties which had arisen in connection with the previous season's trade, the Agricultural Department promulgated in the *Union Gazette* of 23rd August, 1910, the following regulations:—

REGULATIONS, 1910.

The Right Honourable Minister of Agriculture has been pleased to approve of the following regulations for the grading of Maize, Kaffir Corn and Jiba, intended for export from South Africa; these regulations to have force and effect on and after the 1st November, 1910.

1. No grade certificate will be issued in respect of any consignment of grain found on examination to be wet, unripe, weevily or musty.

2. Wet grain which has been dried to the satisfaction of the grader will be permitted to be exported under Government supervision, but will be accompanied by a special form of certificate, which will be marked "Wet Maize dried to the satisfaction of the Grader."

3. Weevily Grain will be accepted by the Railway Administration for transport to the Coast, and will be permitted to be exported under

Government supervision, but will be accompanied by a special form of certificate, which will be endorsed "Weevily," provided that any consignor railing weevily grain shall in the first instance state clearly on the railway consignment note that such grain is weevily.

Weevily Grain awaiting shipment at the Port will be stored separately from clean grain, and any grain railed as sound and discovered by the Grader to be weevily on arrival at the Port will be removed from the ordinary to the special store at the cost of the consignee. The rate of cartage will be fixed and will be uniform at all Ports.

Provided always that weevily grain shall not be shipped in the same hold of a vessel as clean grain, and that if it be proved that any consignor of grain for export has arranged for weevily grain to be shipped in a hold which contains clean grain, such consignor shall be liable to pay the difference between the export railway rate and the ordinary rate between the original station of consignment and the Port.

Provided further that if it be found necessary to store weevil-infested grain at the Ports pending the arrival of a ship which can take such grain, the cost of such storage shall be borne by the consignee.

4. All grain rejected by the Grader shall be removed from the wharf sheds not later than the fourth day after such rejection; provided that grain rejected on account of dampness may be dried by the consignee on premises to be provided by himself and at his own expense, and again offered for inspection. Such grain will, if dried to the satisfaction of the Grader, be allowed to be exported under Government supervision with a special certificate as provided for in Regulation 2.

5. In case any consignor may elect to store grain rejected on account of dampness or infestation by weevil in private sheds away from the wharf, such action will be permitted, but should the owner of such grain thereafter decide to dispose of it locally, he may do so on payment of the difference between the special export railway rate and the ordinary rate between the station of original despatch and the port.

6. Grain found to be unripe or musty will not, on any account, be permitted to be exported under Government supervision, and no certificate of any kind will be issued in respect of any such grain.

7. Every bag of grain will be examined before a certificate is granted in respect of any consignment.

8. For the present export season, reputed $2\frac{1}{2}$ lb. bags may be used to contain grain, but from and after the 1st July, 1911, $2\frac{1}{2}$ lb. A quality twill bags only will be passed by the Grader.

9. Graders may grant or refuse certificates under these regulations at their own discretion.

10. While all possible care will be exercised in grading, the Government will not undertake any responsibility in respect of any certificate which may be issued.

11. The following shall be the classes for grading:—

MAIZE GRADES.

Grade Mark to be shown on Bags.	Class.	Description.
1	F.W.1.	To be sound, dry, plump, and well cleaned, with a maximum of together 1 per cent. of yellow, discoloured, or defective grain.
2	F.W.2.	To be sound, dry, and reasonably cleaned, and not containing more than 3 per cent. of defective grain and 5 per cent. of other coloured grain.
3	F.W.3.	To be sound, dry, and reasonably cleaned, and not containing more than 8 per cent. of defective grain and 8 per cent. of other coloured grain. Berries may be of irregular size and shape.
4	F.Y.1.	To be sound dry, plump, and well cleaned, with a maximum of together 1 per cent. of white, discoloured or defective grain.
5	F.Y.2.	To be sound, dry, and reasonably cleaned, and not containing more than 4 per cent. of defective grain and 5 per cent. of other coloured grain. Berries may be of irregular size.
6	R.W.1.	To be sound, dry, and well cleaned, with a maximum of together 1 per cent. of yellow, discoloured or defective grain.
7	R.W.2.	To be sound, dry, and reasonably cleaned, and not containing more than 4 per cent. of defective grain and 5 per cent. of other coloured grain. Berries may be of irregular size.
8	R.Y.1.	To be bright, sound, dry, plump, and well cleaned, with a maximum of together 1 per cent. of white or discoloured grain.
9	R.Y.2.	To be sound, dry, and reasonably cleaned, and not containing more than 4 per cent. of defective grain and 5 per cent. of other coloured grain. Berries may be of irregular size.
10	F.M.	To be sound, dry, and reasonably cleaned, and not containing more than 10 per cent. of defective grain.
11	R.M.	To be sound, dry, and reasonably cleaned, and not containing more than 10 per cent. of defective grain.
12	No Grade.	To include all maize which cannot be classed in a higher grade, but in dry condition and fit for shipment.

KAFFIR CORN GRADES.

Grade Mark to be shown on Bags.	Class.	Description.
K.1.	White.	To be sound, reasonably clean, and not to contain more than 5 per cent. of coloured grain.
K.2.	Pink.	To be sound, reasonably clean, and not to contain more than 10 per cent. of white grain.
K.3.	Mixed.	To include any other sweet Kaffir Corn (excluding Jiba or Jhiba), which cannot be classed under pink or white, provided it is sound and reasonably clean.
K.4.	No Grade.	To include all Kafir Corn in dry condition, fit for export (including smutty), which cannot be classed in a higher grade.

JIBA GRADE.

J. Jiba or Jhiba. To include the variety known as Jiba, in sound condition and reasonably clean.

11. Government Notice No. 396 of 1910, as amended by Government Notice 434 of 1910, shall be and is hereby cancelled and withdrawn.

In response to the recommendation of the Chamber that whilst the new schedule of grades should apply from 1st November the remaining clauses should at once come into force, the Agricultural Department notified its agreement to this course being adopted.

SHIPPING FREIGHTS.—The Chamber found it necessary to call the attention of the Government to the hampering of the trade which was caused by difficulties in obtaining suitable shipping facilities. (For full explanation see the Chamber's statement to the Commerce and Industries Commission.)

ASSISTANT GRADERS.—It was also represented to the Government (on behalf of the Produce Trade Section) that it was most undesirable that any persons who are in the produce trade as brokers or dealers should also be engaged as Assistant Graders; and it was pointed out that at the Maize Conference at Bloemfontein it was recommended that the Assistant Graders should be "solely in Government employ."

MARKING AND SEWING OF BAGS.—A circular was issued by the Agricultural Department in October last, calling attention to the following:—

- (a) Many suppliers made a practice of putting private marks on the mouth of bags containing grain in-

tended for export. It is requested that these marks should in future be placed in the middle of the bags, and not at the sewn end, as otherwise confusion results. The Government grade marks are in all cases placed on the mouth of the bag.

- (b) Some suppliers are in the habit of having bags sewn with the two ends projecting, with the result that these frequently come undone and wastage of grain occurs. Bags should be turned in at the mouth and sewn from side to side.

WEIGHT OF BAGS.—In October last the Acting General Manager of Railways notified that representations had been made in favour of the relaxation of the regulations in respect of the actual weight of the contents of bags. It was usual for merchants to request the Administration to weigh export traffic on arrival at the ports, and disputes had arisen as regards the reliability of the weights arrived at. If senders would fall into line and insist upon bags weighing 203lbs. gross before despatch by mail, the necessity for weighing at the coast ports would not arise, and the traffic would receive more expeditious handling and despatch oversea.

The matter was referred to the Produce Trade Section; and your Committee communicated with the General Manager endorsing the following comments of that section, viz.:—

- (a) That the adoption of these standard weights was recommended by the South African Maize Conference in January, 1910;
- (b) That at the suggestion of this section, the Chamber on 16th March inquired of the General Manager, C.S.A.R., whether the recommendation had been adopted by the Governments; whether it was intended to apply the principle also to products other than for export; and whether the Railways would enforce the regulation by making test weighings of a few bags taken indiscriminately from every consignment;
- (c) That the Chamber had recommended, at conferences with the General Manager, C.S.A.R., the enforcement by the Administration of standard weights for all bagged produce, and this was the only satisfactory solution of the difficulties which had arisen.
- (d) That there were complaints as to the inaccuracy of the weighing of maize in trucks on the weigh-bridge at Durban, and that it was desirable the weigh-bridge should be assized and the tare of the trucks checked.

EXPORT TO GERMAN S.W. AFRICA.—The Acting General Manager of Railways notified in August last that maize despatched for export to German S.W. Africa would be carried under the same conditions as grain for export to Europe.

ANNUAL MAIZE CONFERENCE, 1911.—Your Committee received, through the Association of Chambers of Commerce, a copy of the suggested agenda for the next Conference, which it was proposed to hold in Durban during the month of April. The Minister of Agriculture had amended the constitution of the Maize Committee, which would be composed of the following, viz.:—

Chairman: The Chief Inspector of Grain.

Members: Two representatives to be nominated by the Association of Chambers of Commerce, two to be nominated by the South African Agricultural Union, a representative of the Shipping Lines, an official of the Department of Commerce and Industries, and an official of the South African Railways.

The nominations on behalf of the Association of Chambers of Commerce were: Mr. K. Spilhaus (by the Capetown Section of the Executive Committee), and Mr. E. H. Sinclair (by the Transvaal Section of the Executive Committee).

The following are the suggested items of the Agenda of the Conference, and the comments thereon by the Chief Inspector of Grain and by this Chamber's Produce Trade Section respectively, viz.:—

Subjects for Discussion at Maize Conference, 1911.

1. REPORT OF CHIEF INSPECTOR of Grain on 1910 season.
2. THE NUMBER OF GRADES: SHOULD THEY BE REDUCED IN NUMBER?

(a) *Notes by Chief Inspector:—*

The present large number of grades detrimental to producers' interest. It would be more satisfactory if number reduced as follows:—

- (1) Choice White Flat; (2) F.A.Q. White Flat; (3) F.A.Q. White Round; (4) F.A.Q. Yellow Flat; (5) F.A.Q. Yellow Round; (6) Mixed; (7) Kaffir Corn, White; (8) Kaffir Corn, Pink; (9) Jhiba.

The difference in price obtained not great enough to warrant the extra cost of handling involved by present number of grades.

Points to be considered are:—

- (1) Grades have been altered before; is it advisable to alter them again now? Arrangements could be made to send standard samples to Europe about June, so contracts should not suffer by reason of change. Regard should be had to the fact that the trade is increasing in volume, and it is better to have a final change (if necessary) now than later on.
- (2) How will change affect trade in Europe? Information on this point must be sought from London merchants.
- (3) To reduce number of grades is to lessen work at ports both here and in Europe. Change is certainly desirable from grader's point of view.

(b) *Notes by Produce Section:—*

It is desirable to reduce the number of grades, and the following are recommended:—

- 1 and 2, White Flat (Choice and F.A.Q.); 3 and 4, White Round (Choice and F.A.Q.); 5 and 6, Yellow Flat (Choice and F.A.Q.); 7 and 8, Round (Choice and F.A.Q.); 9 and 10, Mixed (Choice and F.A.Q.); 11, No Grade; 12, Kaffir Corn, White; 13, Kaffir Corn, Pink; 14, Jhiba.

The grader should stamp the number only on the bag.

3. BAGS.

(a) *Chief Inspector's Notes:—*

(1) *Quality and Weight.*—Much trouble in the past here. Standard bag should be described as 8 x 8, 2½lb. Liverpool twill, otherwise many people will purchase reputed 2½lb. bags, 6 x 8 and 6 x 9, which are too light to carry.

(2) Desirability of standard bags being branded by manufacturers, who would thus guarantee the quality? It has been suggested that manufacturers should brand 2½lb. (8 x 8) bags intended for South African trade before they leave the mills. Evidence as to desirability of this is being sought from various sources. To insist on a bag superior to 8 x 8 is to penalise the producer, who does not get the higher price realised by the sale of bags on the other side.

(3) *Method of Sewing.*—The method of sewing so as to leave "dog's ears" must be discontinued. The method leads to breakages and loss. Bags should have their ends turned in and be sewn with double twine.

(b) *Notes by Produce Section:—*

(1) *Quality and Weight.*—It is too late to stipulate 8 x 8 mesh for the coming season. No complaint has been made that the other bags are too weak, and it is considered that the increased cost is not desirable, especially as the margin of profit on maize is narrow.

(2) The Section is not in favour of bags being branded by the manufacturers "2½lb., 8 x 8."

(3) The recommendation as to sewing of bags is approved.

(4) MARKING.

(a) *Chief Inspector's Notes*:—

(1) Grade Marks.—Stencils have now been abandoned. They were used at Durban in 1910 season, as they had been purchased, but will now be replaced. Experience goes to show that rubber stamps are much more effective.

(2) Identification.—Trade Commissioner in London has represented, on behalf of Corn Trade Association, the danger of grade marks which do not include a Government mark. The inclusion of a crown in the mark is advocated, to prevent irresponsible or unscrupulous people faking marks.

(b) *Notes by Produce Section*.—No objection to the suggested alterations.

(5) CERTIFICATES.

(a) *Chief Inspector's Notes*.—Certificates should bear the name and title of Chief Inspector imprinted upon them, the actual grader's signature appearing underneath. This is the practice in vogue in other large exporting centres.(b) *Notes by Produce Section*.—The clause under which the Government repudiates responsibility for grading should be eliminated.

(6) MOISTURE.

(a) *Chief Inspector's Notes*:—

Desirability of producers testing for moisture before railing grain. Too much stress can hardly be laid on this point.

(1) Storage.—Present method of returning wet grain is working satisfactorily so far as grading is concerned.

(2) Shipment.—No complaints have so far been received on this head. Reports have been obtained which go to show that wet maize has not been shipped during 1910.

(b) *Notes by Produce Section*:—

The suggestion that producers should test for moisture before railing grain is considered impracticable. Those familiar with mealies can tell by handling, and without tests, whether there is moisture.

(7) WEEVILY MAIZE.

(a) *Chief Inspector's Notes*:—

(1) Conveyance by Railway.—Question of cleansing railway trucks is still outstanding. This can only be regarded as the duty of the Railway Administration.

(2) Storage.—Storage arrangements are satisfactory from grader's point of view.

(3) Shipment.—Reports received from Conference Lines that danger of weevils infesting ships infinitesimal. So far as can be gathered no cases have yet occurred. Shipment of clean and weevily maize in same ship but separate hatch is, the reports show, perfectly safe.

(b) *Notes by Produce Section:—*

(1) The Section agrees with the Chief Inspector that it is the duty of the Railway Administration to see that trucks are cleansed.

(2) The storage arrangements concern the traders at the coast.

(3) It is considered undesirable to provide for the shipment of weevily grain, as this would tend to depreciate the reputation of South African maize in Europe.

(8) **WEIGHTS.**(a) *Chief Inspector's Note:—*

Another troublesome question.

(1) *By whom should weights be taken?* Railway Administration opposed to undertaking this. It appears essential that final weights at ports of shipment should be taken by Railway Administration.

(2) *Where?* It could not be done by producers, because there is dryage during transportation from farm to coast, and weights taken by consignor would be valueless.

(3) *Should weights be shown on certificates?* European markets appear to desire insertion of weights on grader's certificates.

(b) *Notes by Produce Section:—*

The Section agrees with the Chief Inspector that the Railway should take the final weights at port of shipment. It should, however, also be laid down—

(1) That receipts should be given at forwarding stations for the *number of bags railed*;

(2) That railway weigh-bridges should be periodically checked, and that the tare of the truck should be checked each time.

(3) The weights should be inserted in the grader's certificate.

(9) **SEA FREIGHTS.**(a) *Chief Inspector's Notes:—*

(1) *Rates.*—The most important question. A few pence one way or the other can make or mar the trade, because the intrinsic value of maize is so small. The present rate is as much as maize can bear; to increase it is to stifle this (growing) industry.

(2) *Freight Available.*—Some arrangement must be made whereby the shipping companies undertake to provide tonnage. State of affairs during 1910 left wide room for improvement. Congestion at Durban in August did much harm and could have been avoided if proper arrangements had been made. Shipping companies should not be permitted to regard maize as "filling-up" cargo.

(3) *Bills of Lading.*—It has been suggested that a special bill of lading should be used for South African grain. This will be submitted to the Committee.

(b) *Produce Section's Notes:—*

The Section fully endorses the views of the Chief Inspector. It would emphasise the need of better provision for direct freight to Rotterdam and Havre.

(10) GRADING.

(a) *Chief Inspector's Notes:—*

(1) By Producers on the Farm.—Most desirable that producers should be educated to grade their maize before despatch. This would set trade on better basis; merchants would know what they were buying, and could then afford to pay better prices. This particularly so in case of smaller producer. Large producers quite capable of looking after themselves.

(2) By Official Graders.—Official graders should be permitted to grade on the truck—i.e., when grain in a truck has been reduced to one denomination: White Flat, White Round, etc., as the case may be. Grader should take a sample from each bag, mix all the samples, and then proceed to mark in accordance with quality of mixed sample. To grade each bag on its merits is to increase cost of handling, as it frequently happens that 10 bags second quality have to be moved in order to take out one first quality. No hardship in course proposed, as actual exportation in hands of a few large concerns, which could, as a matter of fact, confine grades to truckloads in most cases.

(b) *Notes by Produce Section:—*

(1) The desirability of producers being educated to grade their maize before despatch is endorsed, but it is doubted whether they can be induced to do this.

(2) Grading by Official Graders.—The Section does not endorse the Chief Inspector's suggestion. It is considered that each bag should be graded.

The Section further recommends on the subject of grading:—

- (a) That the attention of the Agricultural Department be called to the recommendation of the Maize Conference of 1910, that Assistant Graders should not also engage in trade as produce dealers or brokers.
- (b) That the Government be again asked to provide for arbitration in cases where the decision of the grader is disputed. The Arbitration Board should consist of one person named by the seller, one person named by the buyer, and an umpire appointed by the Government, costs being borne by the loser.

(11) STANDARD SAMPLES.

(a) *Chief Inspector's Notes:—*

(1) How Selected.—These should be selected by the Committee from graders' samples taken during 1910 season. By adopting this means of selection a better representation of

the produce of the country is obtained than by an arbitrary selection. Moreover, in ensuing years grading samples will be available in February or March of each year, and can be supplied to the oversea markets then, with the result that more time is allowed merchants for arrangement of contracts. Again, samples selected from early maize at the beginning of a season cannot in any way be regarded as representative of a crop, which is to a great extent composed of late varieties.

(2) *Distribution*.—Large quantities will be available for shipment to Europe early in each year, and also for distribution over the Union as a guide to farmers.

(3) *Cost Of*.—Cost to the public of 1910 samples somewhat high; 7s. 6d. per set should cover outlay if present grades unaltered. If only nine grades adopted, 5s. for a 11lb. set (*i.e.*, 9lbs. grain) should be ample.

(b) *Notes by Produce Section*:—

This Section is opposed to the suggestion that samples for the 1911 season should be selected from graders' samples taken during 1910 season.

(12) GRADING OF PRODUCE OTHER THAN MAIZE OR KAFFIR CORN.

(a) *Chief Inspector's Notes*:—

Optional or Compulsory.—This is a matter for serious consideration. Exports at present time small, but likely to increase before long. Better to make an early start than to wait until the trade has organised itself and by careless shipments damaged the world markets for South African products of this nature.

(b) *Produce Section's Notes*:—

This does not concern the Transvaal.

(13) STATISTICS.

(a) *Notes by Chief Inspector*:—

(1) *Returns for Last Year*.—Complete statistical returns are being prepared in respect of exportation of 1910 crops, and will be available for the Committee's information.

(2) *Methods of Collection for the Future*.—This is a matter which is under consideration. In what form would these returns be most valuable?

(b) *Produce Section's Notes*:—

(1) As to actual production for export, the statistics should not be for the calendar year, but for the season, and should date from 1st June to 31st May.

(2) Estimates of crops might be obtained through the Resident Magistrates, from the police, or responsible district officials.

(14) GENERAL.

(a) *Chief Inspector's Notes*:—

(1) Storage of Maize at the Ports.—Desirable that stores at each port should be adjacent to one another. At present stores at Durban are scattered about; this means extra cost in handling, which eventually falls to be paid by the producer.

(2) Proposed Prohibition of Kiln-dried Maize under Government Supervision.—The prices paid for South African maize are paid because it is sun dried. Kiln-dried maize should not, it is thought, receive the special export rates.

(3) There will be brought up for consideration the desirability or otherwise of obtaining standard samples of maize from other countries for exhibition at agricultural shows for purposes of comparison.

(b) *Notes by Produce Section*:—

Nos. (1) and (2) of Chief Inspector's notes are approved.

(3) The Section does not approve of this suggestion. South African grain is superior to any other, and such exhibition might result in farmers becoming lax in maintaining the present standard.

OCEAN FREIGHTS.

The South African Merchants' Committee (on which this Chamber is represented by Mr. James Hosken) has kept your Committee informed with regard to its negotiations from time to time with the Steam Conference Lines.

Rates and Classification of Goods.

The particulars of changes have been notified to members of the Chamber.

AD VALOREM RATES.—In November last it was notified that, in regard to a long list of commodities which the Conference Lines deemed to be valuable cargo, they intended to ask for values at any time of shipment in order to ascertain whether the *ad valorem* rate would yield a better freight than the tonnage rate, in which case the *ad valorem* rate would be charged.

Upon receipt of this intimation your Committee communicated with the South African Merchants' Committee as follows (12th December, 1910):—

“With reference to the copy sent by you of the letter from the South African Steam Conference Lines of 9th November, indicating their intention to charge an *ad valorem* rate instead of a tonnage rate on certain goods, when the amount of the freight would thereby be increased, I beg to confirm the cable message sent you on the 10th inst., viz.: ‘We most decidedly object imposition *ad valorem* rates goods not entailing special obligation steamers.’

“My Committee desire to protest against the introduction of the principle of differentiating in rates according to the value of the goods instead of charging on a tonnage basis. It is considered that there is no justification for the change, which, by reason of adding to the already excessive freight charges, will doubtless also result in certain shippers endeavouring to find means of evasion, and thus lead to fraudulent practices.

"I am to point out that none of the goods require any guarding or special treatment on the steamers, as is the case with gold and diamonds, and the responsibility of the steamship owners does not differ in respect of the goods enumerated from that of other classes.

"My Committee therefore trust that the South African Merchants' Committee will strongly urge the reconsideration of the matter."

The Capetown Chamber of Commerce also protested by cable and letter against the innovation.

The South African Merchants' Committee discussed the matter with the Conference Lines, and replied through their Secretary on 25th January, as follows:—

"I am instructed to say that the Lines are prepared to meet the wishes of the merchants by leaving in abeyance the intimation of 9th November last, and reverting to the provisions of the tariff of rates of freight published by your Committee in October, 1909. In this connection I am directed to draw your attention to the clauses of the Bills of Lading of the various Lines in regard to the conditions governing the declaration of valuable cargo."

Differentiation in Rates.

In January your Committee drew the attention of the Merchants' Committee to the following item in the list of changes of classification notified by the Conference Lines, viz.: "Phosphate of ammonia (when not for use as manure)."

It was pointed out that the Chamber has always been opposed in principle to differentiation in rates on goods according to their supposed ultimate use. Such differentiation invariably means benefiting one section of the community at the expense of other sections. It is difficult to see how such a policy can properly belong to the mere carriage of commodities, and experience has shown that wherever and whenever applied it has opened the door to misrepresentation and fraud, with detrimental effect upon the trader who is not prepared to stoop to deception.

The Merchants' Committee was therefore asked to bring the matter before the Conference Lines.

The Rebate System.

The views of the Chamber in regard to this question are set forth in the statement submitted to the Commerce and Industries Commission (q.v.).

The movement in favour of the abolition of rebates has been materially advanced by the recent action of the Union Government, which, in the Post Office Bill, has inserted a clause debarring shipping companies who maintain the rebate system from obtaining the Government mail contract. This action is a matter of gratification to those who have so long urged that in the interests of the development of South Africa it is most desirable that there should be a "free freight market."

Proposed Reduction in Outward Rates of Freight.

For some time past the Merchants' Committee has urged the Conference Lines to reduce the outward rates of freight, but the Lines replied on 2th January to the effect that "while they are at all times desirous of meeting as far as possible the wishes of the merchants, they feel that the present time is inopportune for a discussion of rates or of the considerations set forth in your letter of 21st July last, in so far as the Union Government have introduced a Bill in the Legislature, the intention of which is the abolition of rebates. Such a course would produce chaos in the shipping trade of South Africa."

POST OFFICE MATTERS.

PRIVATE BOXES.—In October last it was notified that in order to make rentals uniform throughout the Union of South Africa the following charges will operate as from 1st November, 1910, viz.:—

						First year.	Per annum thereafter.		
						£	s.	d.	£ s. d.
Small boxes	...	...	...	...	...	1	5	0	1 0 0
Large boxes	...	...	...	...	...	1	15	0	1 10 0
Ditto	with locked inner cases					3	5	0	3 0 0

Two keys will be issued with each box at the time of letting; additional keys required by a renter will be charged for at 2s. each. New locks will be charged for at 5s. each. Initial deposits for keys are abolished.

ZEERUST MAIL SERVICE.—Complaint having been made that the mail service between Johannesburg and stations *en route* to Zeerust was inadequate, your Committee inquired as to the position. The Postmaster-General stated that there was a service to and from Zeerust on every week-day. In answer to a request for a similar service to Vaalkop (in place of a tri-weekly one), the Controller (26th July) stated that after taking a record of the correspondence passing, it was considered that any alterations in the existing arrangements was not at present justified.

POSTAGE TO GERMAN S.W. AFRICA.—In January last your Committee called attention to a communication from the British Consul at Luederitzbücht (through the Department of Commerce and Industries), in which it was pointed out that the postage from British South Africa to German South-West Africa is 2½d., and not 1d., per half-ounce. He adds: "Serious annoyance is caused in all circles owing to the carelessness of correspondents in forwarding letters under-stamped. I would like to add that this is in great measure due, not so much to ignorance, as to sheer carelessness, as some firms will one week put the full amount of stamps on letters, and the subsequent week under-stamp them. This sort of thing injures trade relationship between German S.W. Africa and British South Africa."

Telephones.

Your Committee addressed the Secretary of the Telephone Department, suggesting that when the next list of telephone subscribers was issued it should be stated after each number whether the instrument is at the subscriber's office or his residence.

In reply, the Department stated that, so far as was known, in all cases where the subscriber's name is not followed by the word "residence," it can be assumed that the telephone is a business connection. If any cases are brought to notice where this is not the case, the necessary amendment will be made on a reprint of the list.

Wireless Telegraphy.

In reply to inquiry as to whether steps had been taken to ratify the International Wireless Telegraphy Agreement of Berlin (November, 1906), the Acting Postmaster-General stated that the late Governments of the Cape Colony, Transvaal, and Natal adhered to the Convention as from 1st January, 1907. The late Orange River Colony Government did not give its adherence to the Convention, on the ground that, the Colony being an inland State, such a course was unnecessary; but steps have recently been taken for the Union of South Africa as a whole to adhere to the Convention.

A public announcement was made of the opening of the wireless telegraph station at Durban, and of the rate of charge for communicating with vessels fitted with the necessary apparatus, which is 11d. per word to or from any place within the Union of South Africa, with a minimum charge in the case of certain vessels.

Cable Rates.

In reply to a question put by Mr. Quinn in the House of Assembly at the request of your Committee, it was stated that the Government contract with the Cable Companies expires on 31st December, 1919. During the last three years the subsidy, which was to be paid by the Government if the revenue was less than £300,000, has had to be met. The revenue

for 1909 was £283,000. No reduction in cable rates could be considered at present, but as the revenue is increasing, the time may soon come when the Government may be able to do something in the desired direction of reduction.

Registration of Telegraphic Addresses.

The Minister of Posts and Telegraphs, replying to a question put by Mr. Quinn, stated he had levelled up charges in the Transvaal by one shilling for the purpose of uniformity. He justified the charge of £1 1s. as being the amount charged in the United Kingdom.

Transcription of Cables and Telegrams.

In view of complaints received that telegrams and cables are sometimes sent out in illegible handwriting, your Committee suggested that to avoid difficulty in this respect all messages should be typewritten; and further, that it would be a great convenience to merchants if a distinction was made in the colours of the paper and envelopes used for telegraphic and cable messages respectively.

After correspondence on the subject, Mr. J. Wilson (for the Postmaster-General) wrote on February 25th:—

“I am in receipt of your further letter of the 6th inst., and beg leave to assure the Chamber that the suggestions made in regard to the methods of telegraphic working, especially with reference to the typewriting of messages, are quite appreciated. Recent developments in the direction referred to are well known to this Department, and innovations which are claimed to be an improvement on the present system of working are always fully looked into. Typewriters are utilised to a limited extent in the Transvaal and Natal, and their increased use is dependent upon results, regard being had to efficiency, speed and accuracy, and the particular working circumstances of this country. With reference to the complaint of illegible writing, I find that only two cases of this nature are recorded as having been lodged at Johannesburg during the past six months. I shall be glad if members of the Chamber will bring to notice any instances of indistinct writing,

when such action will be taken as will, it is hoped, prevent further cause for complaint.

“ As regards specially marking envelopes which contain cablegrams, whilst the Department is not in favour of such discrimination for the reasons already given, it is prepared to give the Committee's suggestion a trial, and will arrange for telegraph envelopes containing cablegrams to be stamped prominently with the word “ Cablegram.” It is necessary, however, to point out that the Department cannot accept responsibility for any failure to treat a cablegram in this way, as in the expeditious enveloping of telegrams it will be an easy matter for the officer doing work to overlook that the message is from abroad. In any case, all messages, whether inland or foreign, will continue to be given the promptest possible despatch.”

MUNICIPAL MATTERS.

Sureties for Tenders.

Sureties for Tenders.—The attention of your Committee was drawn to the fact that under the conditions of the contract for the new Market Buildings, the successful contractor would be required to deposit in cash 10 per cent. of the contract price as security for the fulfilment of the contract. Your Committee pointed out to the Municipality that, as it was anticipated the value of the contract would be in the neighbourhood of £50,000, the required deposit, in cash, of so large a sum as approximately £5,000 would probably prevent all but the larger firms from submitting tenders, which was obviously not in the public interest. Your Committee represented the desirability of allowing the alternative of good and sufficient surety, and of the amendment of the conditions of contract accordingly.

The Town Clerk replied that the matter had been carefully considered by the Parks and Estates and Finance Committees. The estimated cost of the steelwork of the building was £20,000, and the Committees recognised that a 10 per cent. cash deposit would be somewhat high for a contract of this magnitude. It had, therefore, been decided to accept a cash deposit or bank guarantee amounting to 10 per cent. up to £5,000, and 5 per cent. for any additional sum over £5,000. These conditions with regard to the deposit would be embodied in the contract.

Municipal Abattoirs.

Representations were made to your Committee by the Cold Storage Companies in reference to the proposal of the Municipality to provide at the abattoirs large refrigerating chambers. It was contended that such chambers were unnecessary, and that their installation involved unjustifiable interference with existing private enterprise.

Your Committee made careful inquiry into the matter, and a communication was addressed to the Town Clerk on the 7th December in the following terms:—

With reference to your letter, No. 4/71, of the 11th ultimo, on this subject, I am instructed to ask you to convey my Chamber's thanks to the Chairman and members of the Public Health Committee, for their courtesy in meeting a Sub-Committee of the Chamber on the 18th November at the abattoirs, and for the information given as to the Council's policy in connection with this matter.

The members of the Sub-Committee were greatly interested in their visit, and, following upon their report, the Executive Committee desire to offer the following comments for the consideration of the Public Health Committee, viz:—

1. It is considered that the abattoirs will be most valuable to the town in securing the cleanly handling and delivery for consumption of sound meat; and, when the further accommodation for slaughtering purposes (which it is understood is to be made) is complete, the abattoirs should be admirably fitted for the purposes for which they were designed.

2. My Committee would, however, strongly urge that the question of providing large refrigerating facilities should be reconsidered. On this question I am to state that my Committee sympathises with the representations made by the Cold Storage Companies that the contemplated provision is unnecessary, and that the accommodation provided by these companies is fully adequate to meet the requirements of the public.

It is, of course, recognised that if any monopoly prejudicial to the public interest would be likely to occur if a refrigerating plant were not installed at the abattoirs, the position would be different. But such a condition of affairs has not arisen.

It is clearly evident that it is neither necessary nor desirable that meat should be kept for any considerable time, either at the abattoirs or in refrigerating chambers. With reference to the argument that some butchers, when cattle are plentiful and prices low, might wish to buy, and to keep meat in the refrigerating chambers at the abattoirs for a week or two, inquiry shows that any apparent advantage from this course would be lost by reason of the storage charges which would be incurred, and also of the fact that meat once frozen realises a much lower price than fresh meat.

3. This Chamber is strongly opposed to the utilisation of public moneys by Government or Municipal Departments in the direction of trading in competition with private enterprise. When this aspect of the matter was submitted to the Public Health Committee the Sub-Committee from the Chamber were assured that the proposed refrigerating chambers would be used only for storage of meat from the abattoirs. For the reasons already stated my Committee consider that the quantity of storage required for meat alone would be very small, and that if the proposed Municipal refrigerating plant were installed, the revenue derived would be found to be quite inadequate to the expense of the maintenance. It would then probably follow, at some future date, members of the Council would urge for an effort to be made to render the scheme self-supporting, by the sale of ice and the storage of poultry, butter, and other produce, etc., to the detriment of existing Cold Storage Companies, and without any corresponding advantage to either producers or the consuming public. The members of the present Public Health Committee assured the

Chamber that no such development was contemplated, but my Committee would point out that the present members of the Council have no power to bind their successors in office in such a matter.

4. I am to remind you that the merchants of the town are also large taxpayers, and from this standpoint, as well as from the foregoing considerations, my Committee would submit that the scheme submitted, involving a further expenditure of £6,400, is not justified by the arguments which have been adduced in its favour—particularly in view of the urgent need of capital expenditure in other directions.

Distribution of Handbills.

Your Committee addressed the Municipality in reference to the desirability of amending the Traffic Bye-laws so as to check the littering of the streets by the indiscriminate distribution of handbills, circulars, etc. It was recommended that the Bye-laws should confine the circulation of handbills to house-to-house distribution.

The Town Clerk subsequently notified that amendments of the Bye-laws were being prepared with the object of carrying out the Chamber's recommendation.

Fire Brigade.

In connection with a proposal by the Water Committee of the Municipality to levy charges for Fire Brigade services, representations were made that special charges should not be made in the manner proposed, seeing that the Brigade is provided as a service to the general community as distinct from the individual; and also that the allocation of charges under the proposed Bye-law would lead to constant dispute and it would be practically impossible to carry out the scheme so as to operate equitably.

The Water Committee subsequently withdrew their proposals.

ASSOCIATION OF CHAMBERS OF COMMERCE OF SOUTH AFRICA.

(1) ANNUAL CONGRESS.

The 15th Annual Congress of the Association was held at Bloemfontein on 12th, 13th, and 14th July, 1910, under the presidency of Mr. W. Ehrlich.

Messrs. W. A. Martin, A. Rogaly, and A. F. Robinson were the delegates of this Chamber, and their report upon the proceedings of the Congress was submitted to the Monthly General Meeting of members in August last, as follows:

(1) REPRESENTATION.—Twenty-six Chambers were represented by direct Delegates and some of these held the Proxies of other ten Chambers. In this connection your delegates desire to express the opinion that an Amendment of the Rules of the Association is desirable. It is recognised that it may be difficult for Chambers with restricted Membership to arrange for one of their own members to attend, but in that case, such Chamber should appoint some member of another Chamber (who is not otherwise a Delegate) to represent it personally. The present system permits Delegates sent by one Chamber to hold voting proxies for several others—whose interests on all questions are not necessarily identical; and in the opinion of your Delegates such proxies are frequently used in a manner which is prejudicial to the Chamber giving such proxies. It mitigates against the usefulness of these Congresses if there are a number of Chambers each year which, having no direct personal representatives, are beyond the reach of argument—and have surrendered voting power (often without any qualification) into the hands of Delegates whose first duty is to the particular Chamber which appointed them and whose natural inclination is to utilise proxies for the benefit of such Chamber. Such proxies sometimes represent one-fourth of the total voting power; and as an illustration of the present method it may be pointed out that East London and Port Elizabeth Chambers had, at this Congress, not only three votes each but also four proxies each. The request was therefore made that the Executive Committee would take the matter into consideration with a view to an alteration being made before the next congress.

(2) THE CONSTITUTION.—Hitherto the Executive Committee and Officers of the Association have been centred at Capetown, but in view of the altered conditions under the Union of South Africa, the work is to be divided; the Chairman, Treasurer, and six members of the Executive Committee will be at Capetown, and the Vice-Chairman and six members in the Transvaal. The Capetown section will prepare for the annual Congresses and will watch the proceedings of Parliament in the interests of the Association; and the Transvaal Committee will be in touch with the Ministry and Government Departments throughout the year. Mr. E. Chappell was elected President for the ensuing year and Mr. W. A. Martin, Vice-Chairman of the Executive Committee.

(3) **THE MINISTER OF COMMERCE AND INDUSTRIES.**—After the Delegates had been welcomed by the Administrator, O.F.S., and the Acting Mayor of Bloemfontein, the Congress was addressed by the Rt. Hon. F. R. Moor, Minister of Commerce, who expressed his readiness to receive representations from the commercial community at all times.

Advantage was taken of Mr. Moor's presence in Bloemfontein to submit to him by deputation the following resolutions, viz.,

- (a) **Export of Maize:** (introduced by Capetown).—That in reference to the letter addressed by the General Manager of the C.S.A.R. on the 9th June to this Association, stating that (a) full ordinary railway rates will be charged on any grain rejected by the Government Grader as "unripe," "wet" or "mouldy" and (b) that no railway rebate will be granted even if the grain be subsequently offered and graded as fit for export:—

This Congress is of opinion that the arrangements in this connection hitherto in force should be allowed to continue, viz.,

- (1) that in case wet grain be received at any port for shipment and be afterwards dried at the expense of the shipper and to the satisfaction of the Government Grader, it may be exported under the usual official certificate as to quality;
 - (2) that in case other inferior grain, for which there is a good market oversea, be received at any port for shipment, and not passing the Government Grader, it shall be permitted to be exported without certificate; and
 - (3) that the special export railway rates shall be applied to all grain exported under the conditions set forth in (1) and (2).
- (b) **Wharf Dues:** (introduced by Durban).—That in the opinion of this Congress the Union Government should at the earliest possible date take steps to render uniform the wharfage dues on oversea imports into all the ports of the Union.
- (c) **Government Contracts:** (introduced by Johannesburg).—
 "That this Congress reaffirms its opinion that in the general interests of South Africa the present method of purchasing supplies for Government Departments should be revised, and the necessary supplies obtained by tender through South African merchants and agents."
- (d) **Government Trading:** (Pretoria and Johannesburg Chambers).—"This Congress is of opinion that trading by Government Departments or the application of public monies towards that object, interferes with the ordinary trading of the community, and is, from an economic point of view highly detrimental to the best interests of South Africa."

(4) **SPECIAL COMMITTEES.**—Were appointed to advise the Congress on the following subjects, viz:—

- (a) **Public Holidays.**—The Congress agreed to ask the Government to adopt the following, viz:—(1) New Year's Day, (2) Good Friday, (3) Easter Monday, (4) Whit Monday, (5) Union Day, 31st May (to also represent Empire Day), (6) 1st Monday in August (to celebrate the King's Birthday), (7) 1st Monday in October, (8) 16th December (Dingaan's Day), (9) Christmas Day, (10) 26th December.

- (b) **Commercial Education.**—From May, 1911 and annually afterwards in the month of December, Commercial Examinations are to be held under the control of the Association.

The syllabus of the London Chamber will be worked to, but the questions will be set and the papers adjudicated upon, by South African Examiners.

(5) **CUSTOMS TARIFFS AND INDUSTRIAL DEVELOPMENT.**—

- (a) **South African Commission.**—The resolution of last year advocating the appointment of a Commission of enquiry with comprehensive terms of reference, was adopted "nem. con," after the insertion of the words "without delay."

An amendment asking that the recommendations of the Commission must have "due regard to the established interests" was defeated by 26 votes to 11.

- (b) **Customs Tariff Amendments.**—It was decided to recommend (1) the abolition of the duty on oversea suppliers' catalogues (21 votes to 12). (2) a rebate of the duty paid on sugar when such sugar is utilised in articles manufactured within the Union for export (carried by 26 votes to 13). (3) That for offences against the Customs Laws on parcels through the post prosecutions should be instituted when the Authorities have reason to suspect fraud (carried on vote by Chambers by 30 votes to 28).

(6) **RAILWAY MATTERS.**—As usual, proposals relating to the Railways constituted a large proportion of the Motions on the Agenda paper. Amongst those adopted the following are of chief interest, viz:—

- (1) **Reduction in Rates.**—That these should not be delayed for the four years allowed under Section 127 of the Union Act, but that an early revision of Railway Rates should be made and material reductions effected.
- (2) **Preferential Railway Rates.**—That the recommendations of the Inter-Colonial Conference of February last be adopted, viz., that these rates be abolished except for export purposes and that any necessary protection be provided by Customs or by other means. (23 votes to 7).
- (3) **Tariff Book.**—That the classification of goods should be simplified and made uniform over all lines.
- (4) **Basing Point Rates.**—The principle of basing point rates were affirmed by 23 votes to 13, and on a vote by Chambers by 28 to 22.
- (5) **Large Consignments.**—Last year's resolution advocating lower rates for consignments of 5 tons and over from one consignor to the consignee was reaffirmed by 23 votes to 14.
- (6) **Readjustment of Rates.**—This Chamber's resolution was adopted. It included (a) provision for distributing centres, (b) abolition of rebates (c) removal of all anomalies including those which have arisen in the past because of conflict of interest between the separate Railway Administrations or Colonies.
- (7) **Through Bills of Lading.**—The suggested introduction of this system was again unanimously opposed.

- (8) Forage.—Agreed to ask that the railage of forage should be charged at per ton, with a minimum of 4 tons.
- (9) Capetown—Transvaal Service.—Agreed to ask for a fast service which, from Capetown, would only necessitate one night being spent in the train.
- (10) Railway Headquarters.—A supplementary motion was submitted deprecating the centralisation of the Railway Administration in Pretoria and asking for it to be located “where it is most convenient and central, with due regard to economy.” This was carried but the Delegates from several Chambers declined to vote as they considered an opportunity should have been given to all Chambers to consider such a question prior to the Congress.
- (11) Owner’s Risk.—It was unanimously decided to recommend that “owner’s risk” should not relieve the Railways of responsibility as to the number of packages received or delivered by them; and that the practice of signing receipts “loaded by sender— not checked” should be discontinued.

(7) PARLIAMENTARY REPRESENTATION.—A resolution was passed urging the Prime Minister to take into careful consideration the desirability of appointing four Commercial Senators (one from each Province).

(8) OTHER SUBJECTS. — Amongst other decisions of the Congress may be mentioned:—

- (a) That the Government arrangements with the shipping companies re export of Maize should be of as permanent a character as possible, and three months notice should be given of alterations.
- (b) Better arrangements for estimating the crops expected to be reaped within the Union.
- (c) Codification of Commercial Laws.—The Johannesburg resolution advocating legislation was agreed to.
- (d) Public Trustee.—The motion for the creation of such an Office was carried by 21 votes to 12.
- (e) It was agreed to ask for legislation providing simple and effective means of Collection of Debts.
- (f) Bonds.—The general clause in Hypothecation Bonds was again condemned.
- (g) Weights and Measures.—It was decided to urge the introduction of legislation at the earliest possible date; the draft Government Bill is to be circulated for consideration by the several Chambers.
- (h) Commercial Legislation.—The desirability of early publication of proposed changes to be urged upon the Government.
- (i) Post Office Matters.—Recommendations were made for reductions in the charges for letters, for registration, for parcels and for telegrams.

(9) ENTERTAINMENT.—Your Delegates desire to place on record their appreciation of the cordiality of their reception and of the arrangements made for their comfort and entertainment.

Thanks are due to the Bloemfontein Chamber of Commerce, the Mayor and Town Council; the Bloemfontein Club, and to other bodies who offered hospitality, etc., which the Members of the Congress, through pressure of business, were unable to avail themselves of.

(2) THE GENERAL EXECUTIVE COMMITTEE.

This Committee is now divided into two parts, the Cape Colony and the Transvaal sections respectively, Mr. E. J. Cattell (Capetown) and Mr. W. Smale Adams (Johannesburg) being joint secretaries.

The following are the records of interviews with Ministers and officials, which the Committee have held for the purpose of pressing upon the Government the several recommendations of the Annual Congress:—

Minutes of Meeting of General Executive Committee (Cape of Good Hope Section) with the Commissioner of Customs (Mr. J. W. Honey) at Capetown, on Monday, 8th August, 1910, at 11 a.m.

In addition to Mr. Honey, there were present:—Mr. J. W. Jagger (Chairman of the Committee), Messrs. W. Duncan Baxter, K. Spilhaus, A. Walsh, and L. Wiener.

MERCHANT SHIPPING ACT.—Resolution 22:—

“That legislation should be introduced to provide that the Loading Mark shall apply to foreign vessels in South African ports; and that a Select Committee or Commission should be appointed by Parliament to deal with the whole question of legislation concerning merchant shipping in South Africa, incorporating such provisions of the Merchant Shipping Act as may be required.”

The Committee urged upon Mr. Honey the necessity for the introduction of legislation in the Union Parliament to give effect to this resolution, particularly because of the absence of provisions in the existing Law enabling the Government to exercise supervision upon foreign vessels calling at South African ports; and it was recommended that a Select Committee or Commission should be appointed at an early date in order to thoroughly investigate the matter for the early attention of Parliament.

Mr. Honey informed the Committee that a Merchant Shipping Act had already been drafted, including the provisions of the Imperial Merchant Shipping Act, which was applicable to South Africa, and that this Bill was now in the hands of the Attorney-General. Mr. Honey promised to circulate a copy of the Bill to all parties concerned for their attention.

SEA FREIGHT ON MAIZE.—Resolution No. 26:—

“That in the opinion of this Congress it is desirable that any future arrangements made between the Union Government and the Conference Steam Lines with regard to rates of freight on maize should be of as permanent a character as possible, at a reasonable freight rate, and should be concluded in time to

allow the publication of at least three months' notice prior to any alteration in the freight rates."

The recommendations contained in this resolution were submitted for favourable consideration. Incidentally it was pointed out that the terms of Bills of Lading were being altered frequently without notice. As a recent instance, the Conference Lines had decided that the Bills of Lading in respect of Kaffir Corn and Hominy Chop should have a further provision added to them, imposing a charge of 1s. 6d. for discharging cargo at Antwerp and Hamburg, making the rate 16s. 6d. (formerly 15s.) for Kaffir Corn and 13s. (formerly 11s. 6d.) for Hominy Chop. Mr. Honey promised to give the terms of the resolution his attention.

RESOLUTION No. 27:—

"That, in regard to the agreement which has recently been completed between the South African Steamship Lines for the shipment of certain classes of grain from this country, this Congress expresses its deep regret that adequate freight space has not been guaranteed during the "wool season," and that this Association was not consulted while the subject was under negotiation, and especially in view of the terms of Resolution No. 6, adopted at the last Congress, which was submitted to the late Governments of the Cape Colony, Natal, Orange River Colony and the Transvaal for their serious consideration."

In connection with this resolution, Mr. Honey pointed out that until the Department of Commerce and Industries came into existence he had no part in the negotiations. It was pointed out to him that although the Steamship Companies would allow exporters the freedom of obtaining "outside" freight when the ordinary steamers were not available during the wool season, yet it was impossible to obtain any guarantee of freight from the Conference Lines in time to enable exporters to be satisfied that they would be able to fulfil forward contracts made. The freedom referred to was not conceded until the arrival of a vessel, and it was ascertained that no further space was available. The Committee recommended Mr. Honey to enter into negotiations on the lines that during a period of three months of the wool season exporters should be permitted to have an entirely free hand in obtaining freight. A further instance brought to his notice was that the Conference Lines insisted upon shippers to America sending their exports *via* England at ordinary rates, while at the same time a direct line of steamships between South Africa and America, outside the Conference Lines, was prepared to take exports at considerably lower rates than can be charged *via* the longer route.

Minutes of Meeting of the General Executive Committee (Cape of Good Hope Section) with the Acting General Manager of Railways, held on Monday, 22nd August, 1910, at 3.30 p.m.

There were present:—The Acting General Manager of Railways (Mr. Hoy), the Assistant General Manager (Mr. C. G. Creswell Clark), together with Messrs. J. W. Jagger, K. Spilhaus, A. Walsh, and L. Wiener.

The meeting was held for the purpose of submitting and considering resolutions Nos. 10, 12, 18, 19, and 24, which were adopted at the recent Congress at Bloemfontein.

In regard to resolution No. 10 (classification), Mr. Hoy stated that he was expecting to investigate the whole question of rates at present existing on the railways of the several Provinces of the Union, and he was of opinion that the recommendation of the Congress should be given effect to.

In connection with resolution No 12 (forage rates), Mr. Hoy expressed the opinion that the Cape Couony was very much in advance of the Orange Free State in regard to this question, that in the Cape the difficulty of loading a truck to its four-ninths capacity had been successfully overcome, and that he was not disposed to reduce the Cape standard and penalise them in order to give facilities to the Orange Free State Province, which did not appear to be at all necessary. He stated that the Orange Free State was entirely under a misapprehension in regard to the matter, and that the four-ninths capacity related entirely to the cubical capacity of a truck; and as it was carried out properly in the Cape of Good Hope Province, the Orange Free State Province must therefore conform to the same standard.

In connection with No. 18 (loading of trucks), Mr. Hoy stated that he had gone very carefully into these complaints at various stations in the Orange Free State, that he was perfectly well satisfied with the railway staff at present provided, and that it was ample for all purposes. His attention had been previously called to these complaints, but he was of opinion that it would not result in economical working by overmanning the staff, as was apparently desired in the resolution.

In regard to No. 19 (owner's risk), Mr. Hoy pointed out that an easy way out of the difficulty was this: that if consignors would pay the expenses of checking the number of packages in any consignment, the Railway Department would be prepared to give a receipt for the exact number of packages loaded, and in the event of this principle being accepted he would be inclined to make it compulsory so as to put all merchants upon the same basis. Before taking any steps, however, he would thoroughly investigate the question, and then come to a decision upon it.

The subject of No. 24 (maize export), was thoroughly discussed with Mr. Hoy. He pointed out that the decision in regard to the matter did not rest entirely with him, although he agreed with the terms of the resolution after it had been explained to him, and he was satisfied from assurances given him that there was no risk of certain dealers in Europe buying up inferior maize, sorting it and treating it, and then disposing of it to the detriment of the graded maize which was shipped with a certificate. Mr. Hoy promised to discuss the matter with the Director of Agriculture of the Union on his return to Pretoria, with a view of giving effect to the resolution.

COMMERCIAL CONFERENCES WITH THE RAILWAY DEPARTMENT.—Mr. Hoy referred to the practice which had obtained in the Transvaal and Orange Free State in the past of holding bi-annual Commercial Conferences, and he expressed the opinion that in the new condition of things the most advantageous manner of carrying on these meetings would be to hold them annually, and that they should take place on the occasion of the Congresses of this Association, that is, a Railway Section should be arranged when all such matters as had been previously dealt with by the Commercial Conferences with the Central South African Railways could be discussed. The Committee promised to discuss this matter, and then to give a reply upon the subject.

Minutes of Meeting of the General Executive Committee (Transvaal Section) with the Hon. the Minister of Justice, held at Pretoria, on Saturday, 10th September, 1910, at 10 a.m.

Present:—The Hon. the Minister of Justice (General Hertzog), and Messrs. E. Chappell, W. A. Martin, E. F. Bourke, R. Hamilton, A. H. James, with W. Smale Adams, Secretary.

The meeting was held for the purpose of considering resolutions Nos. 34 to 40, inclusive, of the last annual Congress.

(1) CODIFICATION OF COMMERCIAL LAWS.—Resolution:—

“That it is desirable in the general interests of South Africa that legislation should be passed by Parliament, codifying existing South African Laws affecting commercial transactions—such as those dealing with Insolvency, Public Holidays, Licences and Stamp Duties, Magistrates’ Court procedure, etc., etc.

The Minister stated that the Government recognised the desirability of codifying the commercial laws of the several Provinces. With regard, however, to the subjects mentioned in the recommendations, matters such as Public Holidays, Licences and Stamp Duties would probably fall within the functions of the Ministry of the Interior.

Certain action in the direction asked for had already been taken. The Insolvency Bill prepared by the late Attorney-General of the Transvaal had been taken as a basis for a measure which was being drafted, and the same could be said in reference to a Magistrates’ Courts Bill.

He could not say whether these two Bills would be ready in time for the first Session of Parliament. As a matter of fact, some 100 measures were in contemplation. He, however, still hoped it would be possible to bring in the Insolvency Bill, and when the draft was ready he would furnish copies in order that the views of the Association could be ascertained.

(2) ADMINISTRATION OF ESTATES.—Resolution:—

“That in the opinion of this Congress there should be created by the Union Government the office of Public Trustee, for the administration of estates and trust business which may be placed in his hands by the public.”

General Hertzog said that he entertained some doubt as to whether such an official as a Public Trustee would be sufficiently intimate with the movements of prices of shares, property, etc., as to realise such to the best advantage. He might find himself restricted by the requirements of the law, and might consider himself obliged to proceed with the realisation of assets, when perhaps a Trustee with commercial knowledge would prefer to wait for the opportunity of obtaining better prices. The Minister feared that from this standpoint the action of a Public Trustee might sometimes be detrimental to those interested in the estate.

The Deputation pointed out that it was proposed that it should be entirely optional on the part of the public as to whether they availed themselves of the services of such an official or entrusted their affairs to an Accountant or Trust Company. Experience in New Zealand and England had proved that such officers (who had expert advisers) had rendered excellent public service. It was suggested, therefore, that inquiry should be made as to the results of the working of the system in the countries in which it is in operation.

General Hertzog said he would give the matter careful consideration, and he thought that perhaps a way could be found of meeting the dangers he had suggested—either by limiting the authority of such official or, on the other hand, by allowing him to exercise his discretion in certain circumstances.

(3) COLLECTION OF DEBTS. Resolutions :—

“(a) That in view of the present difficulty and costliness in recovering commercial debts, this Congress submits that a uniform law be enacted as early as possible, providing for improved and effective remedies for enforcing due payment of debts.”

“(b) That in all cases of debt collection, the debtor or debtors shall be responsible for the costs incurred, including collector's commission.”

In connection with (a), the Minister promised to consider the report which the Committee on Small Debt Costs had submitted to the late Transvaal Government, and which included a quantity of information and recommendations as a result of a very careful inquiry.

As to (b), General Hertzog stated that a provision of this nature had been included in the O.R.C. laws, but it was afterwards repealed, because it was found to be very unsatisfactory in its operation.

In the course of discussion, attention was called to the hardships of requiring creditors to take proceedings in any district to which a debtor may remove, and it was submitted that the latter should be required to answer a summons in the town in which the debt was incurred.

The Minister said it was possible that some method of minimising the difficulty could be found—such, for instance, as providing that once a summons was issued it could be endorsed for another district. But it might be found that this would lead to confusion, and also encourage creditors to be slack.

(4) HYPOTHECATION BONDS.—Resolution :—

“That the General Clause in hypothecation Bonds is unjust, inequitable and detrimental to trade, and should therefore be abolished.”

General Hertzog stated that he was in agreement with this recommendation, and it was proposed to embody it in the new Insolvency Bill.

On the subject of Bonds the Deputation called attention to the unsatisfactory position in which creditors were placed, owing to the decision of the Supreme Court of the Transvaal (*Standard Bank v. Wentzel and Lombard*), which declared the entry of a new member into a partnership had the effect of creating a new firm, and rendered it necessary to register a new General Bond.

It was also suggested that persons holding powers of Attorney should be required to register the same for the information of creditors.

The Minister promised that he would make inquiry into these matters.

(5) **INSOLVENCY LAWS.**—Resolution:—

“That in the opinion of this Congress a Commission should be appointed to inquire into and report upon the Insolvency Laws of the four Provinces with a view to the early preparation of a Union Bill for the establishment of uniform legislation on that subject and the provision of better protection for creditors.”

The Minister said that in his opinion the appointment of a Commission would mean the undue postponement of legislation which was badly needed. The draft Insolvency Bill to which he had referred, had been very carefully drawn up—after full inquiry had been made as to the laws of the several Provinces and consideration had been given to recommendations of commercial and professional organisations. He would, however, see that the Association was given an opportunity of considering all the draft Bills to which he had referred before they were presented to Parliament.

(6) **REGISTRATION AND TRANSFER OF BUSINESSES.**—Resolution:—

“This Congress is of opinion that the Transvaal Act relating to Registration and Transfer of Businesses should be adopted by the Union Government.”

General Hertzog said that he was in full sympathy with the principle of this legislation, and was glad to hear it was working satisfactorily in the Transvaal, but the subject was one that was more intimately connected with the Ministry of the Interior.

The deputation having thanked the Minister for the sympathetic manner in which he had received the several recommendations, then withdrew.

Minutes of Meeting with the Hon. the Minister of Railways and Harbours, held at Government Offices, Pretoria, on Tuesday, 4th October, 1910, at 3.30 p.m.

Present:—The Hon. the Minister, the Acting General Manager of Railways, and Messrs. E. Chappell, W. A. Martin, E. F. Bourke, R. Hamilton (Pretoria), H. Moschke, with W. Smale Adams, Joint Secretary.

The Resolutions of the last Annual Congress which referred to matters connected with his Department were submitted to the Minister, who promised to consider them in Conference with the officers of the Departments.

REDUCTIONS IN RATES.—Mr. Sauer admitted that it was probable, in view of the increased traffic, that there would be a substantial profit over working expenses. Of course it was necessary to make provision for renewals. It was also desirable to equalise the rates in all the Colonies and to remove many anomalies which had hitherto existed.

The question of a general revision of rates was now under careful consideration of the Administration. He hoped the new arrangements would be ready before the meeting of Parliament, and it was possible that announcements would be made before then. He would bear in mind the request of the commercial community that adequate notice should be given of reductions in view of the losses which would otherwise be sustained by merchants who held large stocks.

BASING POINT RATES.—Mr. Sauer said he had gone into the arguments put forward on behalf of this system and considered there was a good deal to be said for it. The Cape Government had been on the point of adopting it when Union intervened.

PREFERENTIAL RAILWAY RATES.—The Minister expressed his agreement with the Association in condemning the principle of giving preference to certain articles by means of railway rates. He was not in favour of extreme protection, but considered that any assistance granted by the State should be arranged through the Custom House. The time for dealing with the question, however, would arise when the new Customs Tariff was under consideration.

RATES FOR LARGE CONSIGNMENTS.—Mr. Sauer said he assumed that the Association did not necessarily wish to adhere to the five ton minimum. He was in favour of the general principle of giving cheaper rates for larger consignments, and would confer with his officers on the matter.

CLASSIFICATION OF GOODS.—The Deputation were informed that steps were now being taken with a view to simplifying and making uniform the classification of goods.

FORAGE.—With reference to the recommendation that the basis of charge should be altered and railage paid at per ton weight, the General Manager of Railways referred to the reply which he gave to the Deputation which he met at Capetown on the subject in August, and pointed out that the present system worked satisfactorily so long as the forage was properly pressed, and this it was most desirable to encourage.

THROUGH BILLS OF LADING.—The deputation explained the reasons for opposing the introduction of this system by the Government.

Incidentally the Minister stated that he was not in favour of Government trading; the less enterprise it embarked upon the better. He had, for example, given instructions that the sale of grain bags by the Railways should be discontinued.

LOADING AND CHECKING OF GOODS.—Mr. Sauer said that it seemed rather hard that a consignor should be required to load his goods and then that the Railway should give a receipt marked "Loaded by senders, unchecked."

The General Manager, however, explained that this referred to private sidings; and that the Administration had offered to place a checker wherever senders were prepared to meet the cost.

OWNER'S RISK.—With regard to the recommendation that "owner's risk" should not relieve the Railway of responsibility as to the number of packages received or delivered by them, the General Manager stated that the difficulty in the matter lay in the fact that with regard to goods coming through Lourenco Marques the handling and loading was not done by the Union Railway staff.

WHARFAGE DUES.—The Minister asked if the Deputation did not think that the sum of the charges payable at the Ports should be made uniform and not the wharfage dues only. It was, however, pointed out that the services rendered varied at different ports, and the recommendation, therefore, applied to wharf dues only.

PROTECTION OF SHIPPING.—The Minister stated that a Wireless Telegraph Station had been placed at Durban and another would be provided at Capetown. A good deal had been done in recent years in the direction of lighting the coast and other proposed lights were under consideration.

EXPORT OF MAIZE.—Mr. Sauer pointed out that since the Congress met the Railway restriction complained of had been removed. Provision had also been made for the export arrangements to apply to grain exported to German South-West Africa. He was personally in agreement with those who asked that exporters might be allowed to export under-grade maize for what it would fetch on its merits.

CONTRACTS.—

- (a) In reference to the recommendation that Government Contracts should be placed with South African merchants and agents, the Minister said that certain exceptions must be allowed for, but unless distinct advantages were otherwise obtainable the Government ought not to go beyond South African merchants. Of course, this was subject to the proviso that the Government does not pay too much.
- (b) He agreed with the principle of the suggestion that the names of successful tenderers, together with the prices for definite quantities, should be published, but would inquire as to whether there were objections from the point of view of the Administration.
- (c) The recommendations for the return of samples or payment for the same he also agreed with.

WEEKLY PAYMENT OF WAGES.—After a discussion as to the practice of Municipalities and of commercial employers, the Minister said he would consider whether the extra expenditure involved could be justified.

The deputation having thanked the Minister for his reception of the several recommendations then withdrew.

Minutes of Meeting of the General Executive Committee (Cape Colony Section) with the Hon. the Minister for Posts, Telegraphs and Public Works, held at the General Post Office, Capetown, on Thursday, 10th November, 1910, at 10 a.m.

In addition to the Hon. the Minister, the Secretary of the General Post Office was present, together with the following members of the Committee, viz.:—Messrs. J. W. Jagger (Chairman), W. Duncan Baxter, K. Spilhaus and J. M. Stephen.

POSTAGE RATES.—The Committee recommended that the charge of 2s. 6d. which is now made for posting letters on board royal mail steamers between 3 and 3.45 p.m., immediately prior to their departure, should be considerably reduced. The Secretary of the Post Office pointed out that there was only one postal officer on board, and that his work was so onerous, and the time at his disposal so small in attending to passengers, to postal matters, and to the ship's telephone, that it was considered very undesirable to encourage the public to make use of those facilities. This was the reason why the charge was fixed at 2s. 6d.

It was pointed out by the deputation that it was very necessary indeed under exceptional circumstances to make use of the provisions of this regulation, and Mr. Graaff agreed to reduce the rate to 1s., and if necessary to put a second man in charge of the ship's telephone. The Minister had already discussed the matter of accommodation with the Union-Castle Company, and it was probable that improvements would be made in this connection.

The Committee then discussed various resolutions of the last Congress.

POSTAGE RATES.—Resolution No. 49:—Mr. Graaff informed the Committee that he had already investigated the question of the rates of letter postage, with a view to making reductions, but had ascertained that in order to give effect to the resolution it would mean a loss in revenue of about £35,000; and as this was a matter affecting the financial position of the country, he asked the Committee to allow it to stand over for further consideration, though he was personally in favour of the reduction, if it were possible. Mr. Graaff pointed out that under the Postal Convention it was permissible to charge 2½d. per half-ounce for oversea letters, but that the rate from South Africa was only 1d. From England to Continental countries, even across the Channel to France, the rate was still 2½d. per half-ounce.

Resolution No. 50:—At the present time the rate of inland parcels post is 4d. per 8 ounces, and he hoped to reduce this to 2d. per 8 ounces. After investigating the matter, he found that it would involve a loss of £10,000, even allowing for an increase of 20 to 25 per cent. in the volume of the traffic. Mr. Graaff further added that the Postal and Telegraph Departments of the Union would, it was expected, involve a loss of £100,000, particularly on telegraphs. On the other hand, he was quite favourable to applying the principle that if the Postal Department showed a profit, the public should have the benefit of this by a reduction of rates. He had already brought about some reductions and concessions, and he hoped to do even better as time went on.

Resolution No. 51:—In regard to the liability of the Post Office for parcels lost or damaged, Mr. Graaff informed the Committee that he intended to introduce a system of insurance for parcels, so as to give the public an opportunity of recouping themselves in the event of loss or damage. The Department had received a large number of complaints relating to damage to parcels, but on investigation they found in most cases that the fault did not lie with the Department at all, but with the public, on account of bad packing. He asked that the further consideration of the resolution might be allowed to stand over until the insurance scheme had been duly inaugurated.

TELEGRAPH RATES.—Resolution No. 52:—Mr. Graaff hoped that the Committee would not press for a reduction of telegraph rates at the present moment, particularly as he hoped to increase the facilities at present existing, though here again he was favourable to a reduction, provided the loss already incurred by the Telegraph Department was minimised. Mr. Jagger urged upon Mr. Graaff the adoption of the American system, whereby telegrams sent after a certain hour, late in the afternoon, would be charged a very nominal rate. This was found very applicable to America, a country of long distances, and it would be equally so in South Africa. Mr. Graaff promised to have the subject investigated, and then endeavouring, if possible, to apply it, at any rate, to telegrams between the principal centres.

INTER-TOWN TELEPHONE COMMUNICATION.—Resolution No. 53:—Mr. Graaff said that he was decidedly in favour of this resolution, and as a matter of fact had already considerably extended inter-town telephonic communication during the last few months, particularly in the Cape Colony.

PROTECTION OF SHIPPING.—Resolution No. 23:—Mr. Graaff informed the Committee that the Government had already entered into a contract for the construction of a wireless telegraphy station at Slangkop, in the Cape Peninsula. The site had been fixed on a Government farm, and there would be no expense on that score, while the material was now on the way to South Africa. He hoped it would be put in hand very shortly. The radius of the station would probably be 400 miles during the day, and at night from 500 to 1,600 miles. The Marconi Telegraph Co. were anxious for more contracts, but the Government had decided to erect this one first, and ascertain the measure of success that will result before constructing more.

In regard to lighthouses he recommended the Committee to communicate with Mr. Sauer upon this matter, as at the present moment Mr. Sauer was in charge of harbours, and lighthouses would therefore come up under his Department.

GOVERNMENT CONTRACTS.—Resolution No. 30:—Mr. Graaff promised that in any contracts coming under his control, tenders should be advertised in South Africa in sufficient time prior to being advertised in Europe, in order to give South African merchants equal opportunity with their oversea competitors.

In regard to resolution No. 31, Mr. Graaff stated that this had already been carried out in the Cape Colony, and he had now decided to apply the same principle to the Union on all contracts entered into of the value of £500 or over.

LEGISLATION.

In view of the short time which has elapsed since the assembly of the Union Parliament, and of the large amount of work which awaited it, there has been little opportunity for the passing of legislation dealing with the many subjects which the commercial community have in recent years urged upon the Governments.

Of the Bills which have been drafted, the following most directly affect commerce:—

Public Holidays.

This was one of the earliest questions discussed by Parliament. Your Committee was supplied with an advance copy of the Bill as drafted, and it was recommended: (a) that whatever other dates were fixed, the King's Birthday should be observed as a Public Holiday; (b) that Ascension Day should be omitted; (c) that the holidays should be more evenly spread over the year.

The Act as passed by Parliament, in conjunction with the Transvaal Shop Hours Act, will require all businesses in this Province which are not specifically exempted to be closed during 1911 as follows:—

PUBLIC HOLIDAYS, 1911.

- 2nd January (Monday), for New Year's Day.
- 14th April (Good Friday).
- 17th April (Easter Monday).
- 24th May (Wednesday), Victoria Day.
- 25th May (Thursday), Ascension Day.
- 31st May (Wednesday), Union Day.
- 7th August (first Monday in month), for King's Birthday.
- 2nd October (first Monday in month).
- 16th December (Saturday), Dingaan's Day.
- 25th December (Monday), Christmas Day.
- 26th December (Tuesday), Boxing Day.

Asiatic Immigration.

Communications were received from the Barberton, Klerksdorp, and other Chambers of Commerce, urging the desirability of laying before Parliament the views of the commercial community on this question.

A petition was presented in the Legislative Assembly by Mr. Quinn on behalf of the Chamber in which the following representations were made, viz.:—

1. That in the opinion of your petitioners it is most desirable that a final settlement of the difficulties which have arisen in connection with the immigration of Asiatics into the several Provinces of the Union, should be arrived at without delay.

2. That the conditions of living adopted by the Asiatics in this country have proved detrimental to the development of South Africa on European principles; and that by reason of the large number of trading licences already granted to Asiatics in the Provinces of the Transvaal, Natal, and the Cape Colony, it is found in many towns that the white trader is being gradually eliminated.

Your petitioners therefore respectfully urge that no further immigration of Asiatics should be allowed; that no new trading licences be issued to Asiatics; that the restrictions at present in force in the several Provinces should not in any way be relaxed; and that an inspection of permits be made at frequent but irregular intervals in order to prevent Asiatics unlawfully remaining in any Province.

On 28th February the Minister of the Interior made a statement in the House of Assembly, and said this question concerned not only South Africa, but the whole of the Empire, and the Government's difficulties sprang largely from this larger outlook. There was only one way of ultimately and effectively dealing with this question, and that was by the stoppage of Asiatic immigration, which would confine the evil of the presence of Asiatics within due limits, although it might not be able to eliminate it altogether. They could not treat Indians and Asiatics generally like barbarians. They belonged to an ancient race, who knew how to fight and suffer for their rights. The subject was more complicated because the Asiatics knew how to take concerted action under the leadership of men of high character and great intelligence; who were able to exert a great influence in England and India. The limitation of immigration was the policy of the Government. General Smuts sketched the position in the various Provinces, and said the only part of South Africa which had adopted a sane and far-sighted policy regarding Asiatics was the Orange Free State. He hoped that correspondence between the Union and British Governments would shortly be laid on the table. This would show that the Imperial Government acquiesced in the policy of restriction of immigration, the only stipulation laid down being that a certain limited number of Asiatics should be

allowed into South Africa per annum. With that stipulation the Union Government found no difficulty in agreeing. Six Asiatics were allowed into the Transvaal every year. The second point in the Government's policy was to restrict Asiatics at present in South Africa to their own particular Provinces. Whatever laws were existing in the various Provinces would be maintained in future.

Weights and Measures.

In August last your Committee received from the Association of Chambers of Commerce copies of a draft Bill which the Government proposed to introduce into the House of Assembly. The measure follows mainly on the lines of the Transvaal draft Bill of 1906.

A Sub-committee was appointed to consider the measure, and on its recommendation suggested amendments were forwarded to the General Executive Committee of the Association of Chambers.

It is feared, however, that there is no prospect of the Bill being dealt with during the present Parliamentary Session.

Insolvency Bill.

The Minister of Justice has supplied copies of an Insolvency Bill which it is proposed to introduce into Parliament next session.

A Sub-committee has been appointed to examine the measure, which is framed on the basis of the Bill prepared by the late Transvaal Government.

Native Labour.

With reference to the Bill dealing with this question, your Committee addressed the following representations to the members of the Select Committee thereon, viz. :—

“The wholesale merchants who cater for the mines stores trade are interested mainly in those portions of the Bill which relate to the payment of wages of natives. Complaint has been made in the past of the system which has applied principally to Pondo boys. We understand this system was that the boys, prior to their being sent up to the work they were recruited for, received cattle to the value of about

three-fourths of their prospective wages. This meant that the balance of about one-fourth was paid here, and therefore of necessity the natives were enabled to become of no material value to the commercial community in which they worked."

"The Bill takes power to restrict the amounts and conditions of any advances made in future. This step is a step in the right direction, and moreover it is understood that the intention is to limit such advances to the amount of £5.

"The unsatisfactory feature of the Bill, however, is that apart from the sections dealing with the licensing of labour agents and other recruiting officials, the Bill is one mainly giving the Governor-General in Council (that is, of course, the Government) power to make regulations dealing with all the important aspects of labour recruiting and payments, etc. (see section 17)."

"It is suggested that in the definition of "advance" (section 2), and in section 17 (c), it should be made an integral part of the law that £5 is the maximum amount which may be advanced to any labourer, either in cash or kind, for any purpose and under any circumstances whatsoever. Also that it should be made plain that the whole of the wages, less this stipulated advance, must be paid in cash at the place where the labourer works."

"We would also suggest that if possible these stipulations be also enforced for labour recruited outside the Union in the same way as for that recruited within the borders of the Union."

"We also strongly advocate that under no circumstances shall it be within the power of any magistrate or any other official to increase the amount of the £5 advance for any reason whatsoever."

Prevention of Corruption.

In January last your Committee addressed a communication to the Hon. the Minister of Justice in the following terms, viz. :—

"I have the honour, by direction of my Chamber, to bring under your notice the desirability of extending to the whole of the Union of South Africa the provisions of the "Prevention of Corruption Act" passed by the Parliament of the Cape Colony in 1909.

This Act is practically identical in terms with that adopted by the Imperial Parliament in 1906, which latter was passed after careful investigation had been made and the need for such legislation amply evidenced.

My Chamber has been supplied with information from Great Britain, which shows that the law has served a most useful purpose. Several successful prosecutions have been instituted, and although these have not been numerous, it is stated that the mere knowledge that such an Act has been placed upon the Statute Book, and that its provisions may be put into force at any moment, has undoubtedly had an excellent effect. The Right Honourable Sir Edward Fry has stated that—

"The Act has created a suspicion between the giver and receiver of secret commissions, and it is no longer easy for a person to give bribes now that fear is beginning to operate."

My Chamber is satisfied that in this country the same corrupt practices exist as those which led to the legislation referred to, and I am to express the hope that the Government will see its way to the introduction of the necessary legislation to enable offences to be punished, and an effective check to be placed upon all attempts at bribery or corrupt influences.

In reply, the Minister stated that "the matter will be considered when the revision of the Act in question is considered."

Stamps on Cheques.

In reply to a question put by Mr. Quinn at the request of the Chamber, as to abolishing the present requirement that cheques passing from one Province to another should bear an additional stamp, the Minister of Finance stated that he was preparing a Consolidating Bill for introduction as soon as possible, which would put an end to the grievance complained of.

TRADE IN 1910.

The following reports have been received with reference to the principal features in the trading operations of the past year, viz.:—

MINING MATERIALS AND HARDWARE.—There has been a large increase in the business done during the past year, and merchants must have been satisfied with their turnover. Competition, however, has been exceptionally keen, and prices have ruled lower than ever in many lines. Machinery importers have been kept busy, but a falling off in orders was noticeable towards the latter end of the year, and it is not expected the turnover in 1911 will be as good as in the two previous years.

TIMBER AND BUILDING MATERIAL.—The turnover in Timber and Building Material was very large during the year, and prices until November, though not excessive, were better than in the previous year. It is evident, however, that much of the large construction work on the mines is nearing completion, and the consumption of timber is on the decrease for the time being.

A large number of houses are being built in and near Johannesburg, but stocks of building material are very heavy and prices are again very low, several lines being sold at less than landed cost.

Timber has to be ordered long before it can be delivered in South Africa, and, judging by the stocks at the coast and those due to arrive shortly, merchants anticipated a greater demand than exists, and it will require some time to work off surplus stocks.

GROCERY AND PROVISIONS (WHOLESALE).—Trade has during the year shown a steady improvement, and generally has been on a more satisfactory credit basis.

Since the withdrawal by the Railway Administration of the special truck-load rate for Rice, the local distributing trade has considerably diminished. The reintroduction of this rate, and the extension of its scope to all bulk goods, would greatly assist local wholesale trade, which in such lines as Rice and Coffee is rapidly passing into the hands of Con-

tinental agents, who are pushing for orders to import small parcels for the retailers. The policy still pursued by the Railways towards inland wholesale trade is such as to drive the trade to the coast.

There has been an increasing turnover in goods of South African manufacture, particularly in brands that are gaining a reputation for reliability. There is, however, in many cases, a tendency on the part of the Colonial producer to deal direct with the retailer on wholesale terms, which practice must inevitably alienate the wholesale merchant and result in trouble and loss to the inexperienced distributor.

The country business showed a marked improvement upon the previous year, and, given a satisfactory maize crop, this should continue.

The need of a Weights and Measures Act is still keenly felt by this trade. Without this law the honest trader is unfairly handicapped by his less scrupulous competitor, and it is to be hoped that the Union Government will introduce such a Bill at an early date.

Further features of the year's trading have been the advancing prices for various commodities, notably coffee and canned meats, and also the complete capture of the South African market by Australia for all the heavy lines of canned meats.

Indications point, however, to the desirability, during 1911, of care being exercised not to indent beyond the actual requirements, and also to closely guard against extended credit.

GROCERY AND PROVISIONS (RETAIL).—Good business was done in 1910. A prominent feature was the greater demand for goods of South African manufacture, which in many instances have reached a high degree of excellence.

The credit system is still a serious drawback to profitable trading. Competition is very keen, and this leads to undue risks being taken in giving credit. There is a great need for the introduction of weekly pay amongst the wage-earning classes; if this were brought about it would be possible to conduct trading on a cash basis, which would benefit merchant and consumer alike. In the absence of cash trading conditions there is a call for concerted action amongst grocers to devise means to make it difficult for unprincipled people to be continually obtaining credit from one dealer after another. Records of the local Civil Court judgments should bring this home to traders, and these records only reveal a portion of the money lost in bad debts.

SOFT GOODS (WHOLESALE).—Considerable expansion of trade took place during 1910, as evidenced by increased Customs and Railway returns, by the establishment of new businesses, and the extension of premises by old-established firms.

There has been a much larger volume of trade with the country districts, which doubtless reflects the increased spending powers of the farming community. The larger production of wool, which has realised high prices; the increase in stock, and the greater area of land under cultivation have all contributed to this improvement.

The Reef and Kaffir trades generally have also improved, and credit has for the most part been on a more satisfactory basis. A new Insolvency Law is, however, urgently needed in order to thoroughly protect the honest storekeepers. An extension of the hours of trading on the Reef to 8 p.m. would be of great advantage. This trade is also somewhat changing in character owing to the increased proportion of natives coming from the Cape Colony; these buy a totally different class of goods to those from the East Coast.

The sorting-up trade in town has not kept pace with the expansion in other branches of the trade, owing largely to the heavy stocks held throughout the year by the retail houses.

There has been a steady rise in the Home Markets for all Cotton and Woollen Products, which, in conjunction with keen competition in prices for local business, must inevitably have reduced profits on the year's trading.

SOFT GOODS AND GENERAL DRAPERY (RETAIL).—The volume of trade in 1910 showed an increase, but there is still a tendency amongst drapers to import goods in excess quantities. This is shown by the abnormal length over which the half-yearly "sales" are extended. The sacrifice of stock in this way considerably reduces the average profit. Keen competition still pervades the trade.

Trade is in a healthier condition so far as book debts are concerned. The winter season trade is more restricted than was formerly the case, owing to the exodus to the coast during the months from June to August.

PRODUCE.—The produce trade generally has been adversely affected owing to many important contracts having been obtained by the Central Agency for Co-operative Societies, which, with the support of public funds, entered into competition with the regular trade. If such contracts had been placed in the ordinary way, and distributed amongst the various merchants, prices would have been on a steadier

GENERAL.

Visit of H.R.H. Duke of Connaught.

Following upon the opening of the Union Parliament by the Duke of Connaught on behalf of His Majesty the King, His Royal Highness, accompanied by the Duchess of Connaught and the Princess Patricia, visited Johannesburg in November last. Your Committee co-operated in the welcome accorded the Royal party by presenting an address on behalf of the Chamber.

Departure of Lord Selborne.

Upon the eve of the departure of the Earl of Selborne, when relinquishing the position of High Commissioner, an address was presented to His Excellency on behalf of the Chamber, expressing appreciation of the services which he had rendered to South Africa.

The Governor-General.

An address of welcome was also presented to Viscount Gladstone, Governor-General, on the occasion of his first official visit to Johannesburg.

Commercial Education.

The following are the results of the examinations held in Johannesburg in May last in connection with the London Chamber of Commerce scheme, viz. :—

Senior Division.

In bookkeeping and accountancy, 42 sat and 19 passed (5 with distinction).

In shorthand, 19 sat, 3 passed the speed test at 130 words per minute (2 with distinction), 1 passed at 110 words with distinction, and 1 passed at 100 words with distinction.

In typewriting, 28 sat and 11 passed (2 with distinction).

In elements of political economy, 1 candidate sat, but failed to pass.

Junior Division.

In English, 11 sat and 7 passed.

In French, 2 sat and 1 passed.

In handwriting, 5 sat and 3 passed.

In commercial history and political economy, 2 sat and 1 passed.

In arithmetic, 10 sat and 2 passed (1 with distinction).

In bookkeeping, 28 sat and 19 passed.

In algebra, 3 sat and 1 passed.

In shorthand, 87 sat, 6 passed the speed test at 80 words per minute (2 with distinction), 9 passed at 70 words (7 with distinction), 12 passed at 60 words (5 with distinction), 5 passed at 50 words (1 with distinction).

In Dutch (High), 2 sat and 1 passed.

In typewriting, 72 sat and 40 passed (2 with distinction).

In commercial geography there were 2 unsuccessful candidates.

In geometry, 1 candidate sat, but failed to pass.

The totals were:—

	Junior Division.	Senior Division.
Number of candidates	225	90
Number of passes	107	35
Number of passes with distinction ...	18	11

At the last Annual Congress of the Association of Chambers of Commerce of South Africa it was decided to inaugurate a scheme of examinations under the auspices of the Association. The general lines of the London Chamber of Commerce scheme will be followed, but South African examiners will be engaged. The first series of examinations under the new arrangements will be held in November and December next.

Your Committee desires to place on record its appreciation of the action of the liquidators of the late Johannesburg Chamber of Commerce, Incorporated, who donated a sum of £50 to the Commercial Education Fund of the Chamber.

In connection with this movement, your Committee would also express its recognition of the assistance rendered by the Government. The Sub-committee (Messrs. A. Rogaly, W. A. Martin, and H. W. Soutter) waited upon the Hon. the Administrator, and pointed out that there was a lack of adequate facilities for enabling young people to obtain the tuition necessary in order to take these examinations. Mr. Rissik evinced great interest in the movement, and made arrangements for the establishment by the Education Department of the necessary classes. The arrangements for these classes are in the hands of Mr. John Robinson (P.O. Box No. 2638).

Mr. Rissik was also good enough to present the certificates to the successful candidates at the last examinations, the distribution taking place at the South African School of Mines on 22nd December last.

The co-operation of members in promoting the success of this movement is asked. They can very materially assist by inducing members of their staffs to take the examinations, and by giving preference when vacancies occur to those who hold certificates awarded under the scheme.

Central Agency for Agricultural Co-operative Societies.

With reference to the representations made to the Transvaal Government against subsidising from public funds this Agency, which was competing with ordinary traders, the Acting Secretary for Commerce and Industries notified the Chamber (July 21) that the Government had relieved itself of all responsibility in respect of this Agency, the various Co-operative societies having taken over the institution.

Your Committee inquired of the Treasury as to whether the Government had been repaid all and every expense to which it was put in establishing and carrying on the Agency up to the date upon which it was taken over by the Co-operative Societies; and, if otherwise, the amount not so recovered. Further, whether any responsibility would in future rest on the public funds in regard to the Agency, either as to working expenses or financial guarantees.

In his reply, the Acting Secretary for Finance stated that "the liabilities due to the Government in respect of the financing of the Agency in question had not been fully met. In the opinion of the Government, to have insisted upon a complete liquidation of their liabilities would have proved too severe a strain on their resources, and would practically have

crippled the Agency. Arrangements have been completed, however, for the early repayment of the amount outstanding, after which no responsibility of any nature will rest on Government funds in respect of the management of the Agency."

Your Committee observes, however, that the Government found it necessary to ask the Union Parliament to vote a sum of £500 for the purpose of meeting the outstanding claims against the Agency.

The report of the Auditor-General on the accounts of the Transvaal contains information which justifies the criticism offered by the commercial community as to the manner in which this Agency was conducted. It is stated:—

"The Agency did not—as it is considered that it should have done—confine itself strictly to selling only such produce as was actually consigned or guaranteed to be consigned to it, but in certain instances entered into transactions which were of a speculative nature.

"In September, 1909, the Agency opened a store for the purpose of storing maize on behalf of Co-operative Societies. The conditions approved by the Treasury upon which the then manager was authorised to open the store were not observed by him, in consequence of which the Agency has been obliged to bear a loss of £503 11s., which it need not otherwise have done.

"The net result of the Agency's work was a loss of £1,069, which it is understood that the Government intends to bear."

Sorting of Potatoes.

A deputation met the Acting Secretary for Agriculture to urge for better methods being employed in the sorting of potatoes. Your Committee has since been notified that directions have been given which will obviate delay in sorting in future, and it is proposed to specify the cause for which potatoes are condemned. It is also hoped that before long it will be possible to simplify the regulations in several other respects.

Witwatersrand Agricultural Society.

Your Committee has again co-operated in promoting the prize fund of the annual show, and a Sub-committee (consisting of Messrs. J. Forrest, T. Charles, W. L. Downing, W. F. T. Harvey, J. Holdcroft, and A. H. Nicolson) was appointed to obtain contributions.

Shop Hours.

One of the last acts of the late Transvaal Parliament was to pass a measure amending the Shop Hours Act of 1908, and providing, *inter alia*:

- (1) For the application of Section 4 of the principal Act to the Municipality of Witbank;
- (2) For the exemption from the operation of the prescribed hours of
 - (a) Railway bookstalls;
 - (b) Restaurants, tea-rooms, eating-houses (which are not Kaffir eating-houses), bakers' shops, and confectioners' shops;
 - (c) Shops where the sale of fresh milk or fruit or vegetables or flowers is the main business carried on therein;
 but such places may not be open between midnight and 6 a.m.
- (3) For the keeping of an attendance register in businesses included in (b) and (c) above, in which is to be recorded the hours worked by every shop assistant.

Public Contracts.

A Sub-committee of the Chamber is considering the conditions laid down by the several Public Departments with regard to contracts for supplies.

Thanks.

Your Committee desires to take this opportunity of conveying its thanks to all who have co-operated in furthering the work of the Chamber.

It desires to record its appreciation of the manner in which the various officials of the Government, of the Municipality, and of the public bodies with whom the Chamber has been in communication have responded to requests for information, and for the consideration accorded to the representations made to them.

Recognition is also due to the Press for publicity given to the Chamber's proceedings and for its frequent support of the efforts of the Chamber to promote reforms in administration and in public facilities.

The Annual Meeting.

At this meeting the President, Vice-Presidents, and members of the Executive Committee retire from office, and it will be necessary to elect their successors.

The election is governed by Rule 10, which reads:—

The members shall elect by ballot at each Annual General Meeting a President and two Vice-Presidents of the Chamber (who shall be *ex-officio* members of the Executive Committee) and not more than 16 other members of the Executive Committee—all of whom shall retire annually but shall be eligible for re-election. Included in such Executive Committee elected at the Annual General Meeting shall be not less than three members of the Mining Materials Trade Sub-Section, two members of the Soft Goods Trade Sub-Section, and one member of each other Trade Sub-Section.

The names of the members proposed for election as members of the Executive Committee shall be handed to the Secretary in writing seven clear days before the date appointed for the Annual General Meeting. Such names, together with those of the proposer and seconder of each candidate, shall be posted by the Secretary on the Notice Board during that time and shall be circulated to members. and the persons so proposed shall alone be eligible for election, provided that if the number of persons so nominated is not equal to the number of vacancies, further nominations may be made at the Annual General Meeting.

The retiring officers (who are eligible for re-election) are:

President: Mr. W. A. Martin.

Vice-presidents: Messrs. R. Hamilton and A. Rogaly.

Executive Committee (16 members): Messrs. W. B. Beckett, W. L. Downing, J. Hubert Davies, J. Forrest, W. H. Haig, J. Holdcroft, J. E. Howes, J. C. Lucas, G. A. Morison, A. H. Nicolson, H. F. E. Pistorius, J. W. Quinn, M.L.A., A. F. Robinson, A. Rosenthal, J. W. Selke, and H. Wallace Soutter.

Two auditors will also require to be elected.

Signed on behalf of the Executive Committee.

W. A. MARTIN,

President.

W. SMALE ADAMS,

Secretary.

March 1911.

JOHANNESBURG

Dr. REVENUE AND EXPENDITURE ACCOUNT FOR

To Rent	...	...	...	£175	0	0
„ Salaries	...	...	...	780	8	4
„ Bonus	...	...	...	30	0	0
„ Special Account—E. C. Lowe	...	...	...	500	0	0
„ Printing, Advertising and Stationery	...	...	...	137	1	9
„ Postages and Telegrams	...	...	...	39	8	10
„ Newspaper Subscriptions	...	...	...	16	13	6
„ Telephone	...	...	...	9	10	9
„ Legal Expenses	...	...	...	2	2	0
„ Association of Chambers of Commerce	...	...	...	30	19	3
„ South African Merchants' Committee	...	...	...	2	2	0
„ General Expenses	...	...	...	57	9	5
						<u>£1,780 15 10</u>
„ Transfer to Reserve Account	...	...	...		743	12 2
						<u>£2,524 8 0</u>

Dr. BALANCE SHEET AT

To Subscriptions prepaid	...	...	...	£604	16	0
„ Commercial Education Account	...	...	...	17	0	0
„ Sundry Creditors	...	...	...	5	12	6
„ Reserve Balance—						
From Revenue over Expenditure Account...				743	12	2
						<u>£1,371 0 8</u>
						<u>£1,371 0 8</u>

We certify that we have examined the above Revenue and Expenditure Account and Balance Sheet with the Books and Vouchers of the Chamber of Commerce from the 1st June, 1910, to 28th February, 1911, and have obtained all the explanations we have required as Auditors. In our opinion the Revenue and Expenditure Account and Balance Sheet are properly drawn up, so as to exhibit a true and correct view of the state of affairs of the Chamber of Commerce, according to the best of our information and the explanations given us, and as shown by the Books of the Chamber.

E. C. LOWE,
T. B. CARRUTHERS, } Auditors.

CHAMBER OF COMMERCE.

THE NINE MONTHS ENDED 28th FEBRUARY, 1911.

Cr.

By Membership Subscriptions	...	...	£2,013	18	0
„ Special Account—E. C. Lowe	...	...	500	0	0
„ Sundry Receipts	...	...	10	10	0
			£2,524	8	0

£2,524 8 0

28th FEBRUARY, 1911.

Cr.

By Cash at Bank and in hand	...	...	£1,019	16	2
„ Payments in Advance	...	...	38	6	6
„ Sundry Debtors	...	...	9	9	0
„ Furniture	...	...	242	16	6
„ Library	...	...	60	12	6
			£1,371	0	8
			£1,371	0	8

W. SMALE ADAMS,
Regd. Public Accountant
Secretary.

3rd March, 1911.

APPENDIX II.

THE ANNUAL MEETING.

The Annual General Meeting of Members of the Chamber was held on Friday, 7th April, 1911, at 3 o'clock.

Mr. W. A. Martin presided, and there were also present :—Messrs. R. Hamilton and A. Rogaly (Vice-Presidents), J. A. Noble, S. P. Ruthven, J. Forrest, S. H. Adams, A. J. Shimmwell, A. W. Bannerman, W. L. Downing, S. Sugden, C. E. Wilson, W. Landweh, J. C. Lucas, J. E. Howes, F. W. Lean, O. T. Gibb, R. W. Langdon, E. W. Adlington, J. Coubrough, D. Harvey, J. W. Selke, H. C. Fisher, H. Evans, I. Heymann, W. J. Guard, R. L. Esson, W. B. Beckett, C. H. Leake, M. B. Gardner, P. Leon, F. T. Smith, J. Hubert Davies, E. H. Green, A. N. Clogg, J. Holdercroft, J. Halsall, O. Heymann, R. Orr, J. Wevell, J. Jacobson, J. Wallace, W. H. Greenway, G. F. Jooste, J. R. Cowell, W. Odgers, H. F. E. Pistorius, R. B. Greer, J. M. Patlansky, A. Beatley, W. Scatterty, W. H. Williams, W. F. T. Harvey, A. E. Morris, B. P. Marks, W. N. Halse, W. Jackson, T. Felbert, J. Paterson, P. G. Heywood, R. Niven, L. Kramer, O. Baerecke, G. A. Morison, O. Lenz, W. Hosken, R. Hosken, H. H. Given Wilson, W. A. Mitchell, E. S. Bateman, J. E. Simpson, J. N. Sellar, W. H. Haig, D. J. Campbell, A. Y. Niven, H. Briggs, A. F. Robinson, Sectt S. Piercy, S. J. Friede, O. Fletcher, E. H. Adlington, A. H. Nicholson, C. H. Leon, A. B. Sumner, T. H. Wright, R. Robins and W. Smale Adams (Secretary).

The draft Report and Financial Statement for the year ended 28th February, 1911, were submitted and it was agreed that these should be taken as read.

President's Address.

The Chairman said :—

In moving the adoption of the report and accounts I think I may claim that a large amount of good and useful work has been accomplished by the Chamber in the nine months covered by the report. The extent and object of the work is fully set out in the Report and it remains for me to briefly comment upon it.

MEMBERSHIP.—It will be observed that we had 205 members at the close of the financial year. It is a smaller number than one would expect, taking into consideration the number of commercial firms in Johannesburg, and the extent and variety of

their interests, and I hope the incoming Committee will take steps to augment the membership. There is not the slightest doubt that by actively associating themselves with the work of the Chamber new members would not only help themselves but would also materially assist towards the prosperity of the community. I hope, therefore, that we shall have in the near future the benefit of the advice and assistance of many eligible firms who have not yet joined the Chamber. We are fortunate in having secured centrally situated offices admirably adapted for our purposes at a reasonable rental, and have taken them for two years fixed with the option of renewal for a further period at the same rental.

From the Financial Statement you will see that we are in comfortable circumstances, having about £450 in cash on hand at 28th February, in addition to assets consisting of Furniture and Library, valued at about £300.

SOUTH AFRICAN TRADE IMPORTS.—The imports of merchandise into the Union for the year 1910 amounted to £34,007,178, as against £26,220,570 for 1909, an increase of £7,786,608—or nearly 30 per cent. It is noticeable that while there has been an increase of 9 per cent. in the proportion of goods of British manufacture imported, there has been a falling off of 2 per cent. in goods imported from British Possessions, resulting in a nett gain in the trade of Foreign Countries of 1.1 per cent.

The comparative statement showing the increases and decreases in the values of various classes of goods is worthy of close study. The large increases in apparel, furniture, haberdashery and millinery, hardware and cutlery, boots and shoes, stationery and books, and vehicles, all indicate that money has been plentiful, while the huge increases in the value of machinery, iron and steel, etc., are eloquent testimony to the large amount of construction work carried out during the year and the investment of capital and expenditure of wages by the mining companies. The increase of £396,031 in the value of articles of food and drink cannot be regarded as satisfactory, as it indicates that the producers of the country are not keeping pace with the increasing wants of the population. The importation of over six million pounds worth of articles of food and drink in one year is not at all creditable, and it is to be hoped it will be very greatly reduced in the near future. Apart from railway materials, which show a falling off of £24,341, the only article in which a marked diminution is exhibited is candles, of which the value is less by £41,901 than in 1909, which clearly shows that the Colonial production is gradually and surely ousting the imported article from the market.

EXPORTS are higher by £3,999,889, which is practically 8 per cent. on the figures for 1909. Unfortunately, the greater part of the increase is due to gold and diamonds, although increases in coal, £170,358, ostrich feathers, £181,566, hides and skins, £145,560, tin, £85,876, and wool, £102,433, are satisfactory as indicating progress in the agricultural and base metal industries. There is immense room for expansion in the export of agricultural productions. Not only does the money received for such exports remain and circulate within the country, but the assets of the country are not being exhausted by their export, as in the case with gold, diamonds and base metals, etc.

RAILWAYS.—The increased business of 1910 is also reflected in the railway returns. The figures of actual revenue for the ten months ending 31st March, are not yet available, but you will notice on page 27 of the report a summary of the tonnage carried from the ports to the competitive zone and to the Transvaal. The tonnage to the Transvaal in 1910 was greater than that in 1909, by no less than 227,488 tons, an increase of fully 34 per cent. Under the terms of the Mozambique Treaty the division of the traffic to the competitive zone has given rise to a good deal of dissatisfaction and difficulty and in less than two years the rates of railage from Natal and Cape Ports have been altered no less than four times in the endeavour to carry out the impossible conditions embodied in that agreement. The figures for January and February this year show a closer approximation than has hitherto been obtained, and for these months Natal has no grievance, but the Cape Ports have not yet secured their share of the traffic and it is difficult to see what further adjustment of rates will take the traffic from the Delagoa Bay route and give it to the Cape ports, as is required under the terms of the agreement.

TAXATION BY RAILWAY RATES.—A new Railway Tariff came into force on 1st February, and is now being considered by a Special Committee of the Chamber who will report in due course. It does not require a very close examination of the tariff to discover that the Transvaal has little to be thankful for. Indeed, in announcing the reductions no secret was made of the fact that the benefit was designed to reach the people of the Cape Colony almost solely, and that no relief was to be extended to the Transvaal. There is no doubt that several of the up-country towns in Cape Colony were unfairly treated in the way of railway rates prior to the Union, and this Chamber was foremost in advocating that when an adjustment of rates was made, legitimate grievances should be remedied, but it was never anticipated that sweeping reductions would be made all over the Cape Colony amounting to nearly £500,000 per annum, regardless of the volume of traffic, the question as to whether or not the rates were

payable, or the economic conditions governing the service in the several areas. The result of the reductions in the Cape Colony has been to relieve the province of taxation to the extent of nearly £500,000 per annum, which will have to be made good, if required, out of the traffic coming to the Transvaal over the main lines, and consequently will have to be paid by the consumers in this Province. It is pretty certain that if the railways in the Cape Colony have not paid their way in the past, they are not likely to do so with a reduction in the rates amounting to nearly £500,000 per annum. Everyone will agree that railway rates should, as far as possible, be uniform throughout the Union, but that does not imply that it would be fair to charge the same rate per ton per mile regardless of the volume of traffic or of other economic conditions affecting the cost of the service. There are some sections of the railway over which as much traffic passes in 24 hours as in 18 months in other sections, and it would be absurd to charge the same rates on the one as on the other. This, however, appears to have been the principle adopted in deciding the adjustments in the Cape Colony, and it is one to which we must most strongly object. Whether we object and protest or not, it is certain we shall be the last to benefit by reduction in taxation. Formerly the profits in the C.S.A.R. were used for Transvaal purposes, now it appears they will be used, so long as they are available, to relieve the necessities of the other Provinces, and by the time we obtain a remission, I have no doubt other burdens peculiarly fitted for our backs will have been devised. We have already had an experience in the New Stamp Duty Act which reduces the taxation formerly raised by this means in the other Colonies, but adds to that of the Transvaal, so that not only do we get no relief but our taxation is actually increased for the purpose of adding still further relief to those who have already been relieved. Of course, we all recognise that taxation throughout the Union must be uniform, and that a start must be made somewhere. My point is that, if the burden is to be re-adjusted, new taxation should only be imposed to make good the loss occasioned by remission of taxation, and burdens should not be added to the people of one Province unless a proportionate relief is afforded in some other direction. To arrange this might be troublesome, but it would only be just and equitable. I fear, however, justice and equity in this matter have been cast to the winds—convenience appears to be the only consideration.

RAILWAY EXTENSIONS.—Up to the present we have no indication of the policy to be pursued. As a large centre for mining supplies, Johannesburg is peculiarly interested in any possible extension of the area in which such goods might be distributed, and we are therefore pressing for an extension of the line from Zeerust to join the main line to Rhodesia. At present

traffic from Johannesburg to Rhodesia has to go via Fourteen Streams, and travel about 200 miles further than would be the case if the 40 miles between Zeerust and the main line north were constructed. If this connection were made and reasonable rates arranged, there would be an immense increase in the trade between the Transvaal and Rhodesia, as also with Katanga. It cannot be doubted that to be able to obtain mining and other supplies, from the immense stocks held in Johannesburg, would be of great advantage to those engaged in the mining industry of Rhodesia, as they would find themselves able to select from a much larger variety of goods that can possibly be stocked in Rhodesia to supply the more limited requirements of the industry there. Even under the present disadvantageous conditions, large quantities of goods of this class, and probably others, are sent from Johannesburg to Rhodesia and to Katanga beyond. If they could be obtained in Rhodesia it is certain they would not be sent from here, and the present condition of affairs simply means that unnecessary expense is being imposed on the consumers of these goods, solely because of the lack of railway connection between Zeerust and the main line. It seems extraordinary that a connection of so short a mileage, and so obviously necessary to the development of the country, should not have been constructed long ago, and one is forced to the conclusion that there is some objection on the part of the Rhodesian authorities, on the ground possibly that it might result in the loss of some of the trade at present enjoyed by its railways and merchants. If this is so, I venture to think it a somewhat shortsighted view to take, as the benefits which would accrue to the mining and other industries of Rhodesia, through having cheaper access to this centre would more than compensate for any loss incurred in the manner indicated. I trust the Union Government will use its best efforts to arrange terms for a junction at the earliest possible date.

LEGISLATION.—With the exception of the Public Holidays Act and the Anti-Rebate Clauses of the Post Office Bill, there has been no legislation since Union on purely commercial matters. The Weights and Measures Act which is so urgently needed in the interests of all but the dishonest, appears to be no nearer legislative enactment. The Government does not seem to realise how extraordinarily beneficial to all classes of the community—except as I said before, the dishonest—legislation on this subject would be. It would simplify commercial transactions of all kinds and would protect the producer and consumer alike. The present position of affairs is intolerable, and it is to be hoped that the Minister of Commerce and Industries will take it in hand without loss of time, the passing of the measure for which the commercial community throughout South Africa has been petitioning for many years without success.

A codification and amendment of the Insolvency Laws is also urgently necessary, and there appears to be some hope of this having attention during the next session of Parliament. We also hope the provisions of the Prevention of Corruption Act passed in the Cape Legislature in 1909 may be extended to the other Provinces of the Union.

The Conditions of Contract for the supply of Government and Railway Departments have received a good deal of attention at the hands of the Committee and are still under consideration. We are far from satisfied with the present position, and while we recognise the necessity for the exercise of the greatest care in order that the interests of the Government may be adequately protected, the terms laid down in some of the conditions are sometimes so impossible of fulfilment that they can only be contracted upon by those who are prepared to enter into a huge gamble on the off-chance of the deal coming out alright. Those who do not choose to run this risk must necessarily allow for it in their prices, with the result that the Government does not in fact secure that keen and close competition which would be forthcoming if the conditions were drawn up on business lines. Even as it is, considerable dissatisfaction and suspicion has been engendered by the methods adopted in dealing with tenders, and not without reason. More than one instance has come to my personal knowledge in which the most favourable offer to the Administration has not been accepted, and there are no doubt others of the same nature. Under present conditions, therefore, not only is it made impossible to tender confidently at low prices, but the best and most favourable tenders are not always those accepted. This is a serious matter, not only to the trading community, but also to the taxpayer, whose money is being wasted. We are making enquiries as to the conditions in force in other countries with a view to making further representations to the Government. In the meantime we shall not be satisfied that fairplay is being accorded, until the names of the tenderers and a schedule of prices is published as is done by the Town Council.

As a member of the Commerce and Industries Commission I am debarred at this stage from passing any comment on the conditions of Colonial Industries or upon the subject of Shipping Freights, with regard to both of which a good deal might be said. In view of the "All South African Week," which is about to be held, I think I am justified in emphasising the point that the producers and manufacturers of South Africa still do not appreciate the desirability—indeed, the imperative necessity—of securing the co-operation of the distributor or middleman, if they desire assistance in marketing their goods. During the last year or two some have recognised this, but others still appear to think it is possible to deal with consumers direct and with merchants

at the same time. Sooner or later they will discover their mistake, and until they do so they will find their experiments in direct trading somewhat costly. They have only to examine the conditions under which the distributing trade is carried on in other parts of the world to find that the manufacturer or producer recognises that his functions cease when the goods leave the factory or the farm, and that they are then almost exclusively dealt with by the wholesale merchants and retailers in clearly defined limits, and that they, and they only, supply the consumer. If South African manufacturers are so blind to their own interests that they will not confine their supplies to the recognised channels for distribution, they cannot complain if the retail and wholesale traders refuse to render any assistance in disposing of their goods. Indeed, it is to the interest of the dealer to push the sale of any other make of similar goods until such time as his conditions are complied with. The sooner, therefore, manufacturers come into line the better for themselves and the greater their chance of competing against the imported article. I am impelled to make these remarks as President of the Chamber of Commerce representing the largest consuming market in South Africa, because of the numerous instances which have been brought to my notice recently, of the want of co-operation between manufacturers and distributors. It seems to me that this is a matter which the Committee of the Manufacturers' Association and that of the National Union might thoroughly investigate in the interests of their members, and I am confident that members of this Chamber would most heartily co-operate in any steps decided upon, having in view the object of arriving at a better understanding than exists at present.

COMMERCIAL EDUCATION.—It has been found impossible to arrange for an examination to be held in May this year, but an examination under the auspices of the Associated Chambers of Commerce of South Africa is fixed for December, at which it is confidently expected there will be a large number of candidates. Reference to the results of the examination held in May last year will show that again there were comparatively few candidates in subjects other than shorthand and typewriting, and it was evident some special effort must be made to provide facilities for the acquisition of a more general and varied education in commercial subjects. After consulting the Council of Education and the Committees of the University College and Accountants Society—to whom we are greatly indebted for valuable advice—the Special Committee on Education interviewed the Administrator, who readily agreed that the Government would establish special classes for the study of the other subjects comprised in the syllabus, and regular classes for book-keeping and other subjects have been held in the evenings during the last three months.

Further classes will be arranged in due course to prepare candidates for the examinations to be held in December next. The classes are under the supervision of Mr. John Robinson as representing the Education Department, and as the fees are very moderate, it is hoped a large number of candidates will take advantage of the opportunity afforded. In this connection a number of firms—members of the Chamber—have agreed to pay the fees for any of their employees who decide to attend the classes.

In conclusion, I would like to express my cordial thanks to the Executive Committee and to many individual members of the Chamber for their hearty co-operation in the work of the past year. We have not accomplished all our desires, but real progress in many directions has been made, thanks to the united efforts on the part of all. I am confident you will all agree with me when I say that a large part of any success experienced has been due to the excellent services rendered by Mr. Smale Adams, our Secretary, to whom I, as President, feel under not a little personal obligation, for the careful and conscientious manner in which the work of the Chamber has been performed.

I now beg to move the adoption of the Report and Accounts.

ADOPTION OF REPORT.—On the motion of the Chairman, seconded by Mr. A. F. Robinson, the Report and Statement of Accounts were adopted.

ELECTIONS.—The following Officers and Executive Committee were elected for the ensuing year, viz.:—

PRESIDENT.—Mr. R. Hamilton.

VICE-PRESIDENTS. — Messrs. A. Rogaly and A. F. Robinson.

EXECUTIVE COMMITTEE.—Messrs. W. B. Beckett, W. L. Downing, J. Forrest, J. Holdcroft, W. Hosken, J. E. Howes, C. H. Leake, O. Lenz, J. C. Lucas, W. A. Martin, G. A. Morison, A. H. Nicolson, R. Niven, H. F. E. Pistorius, J. W. Quinn, M.L.A., J. W. Selke.

Messrs. T. B. Carruthers and E. C. Lowe were appointed Auditors.

On the motion of Mr. J. Paterson, seconded by Mr. J. M. Patlansky, the thanks of the Chamber were unanimously accorded to the Officers and Executive Committee for their services.

APPENDIX III.

UNION OF SOUTH AFRICA.—IMPORTS.

Statement shewing the Quantity and Value of the Principal and other Articles of Merchandise Imported into the Union of South Africa during the twelve months ended December, 31, 1910, as compared with the corresponding period of 1909.

ARTICLES.		Twelve Months ended December 31.		
		1910.		1909.
		Quantity.	Value.	Value.
			£	£
Animals, Living—				
Horses, Mares and Geldings	No.	579	35,065	31,789
Bulls and Oxen	No.	115	6,547	4,007
Cows and Calves	No.	303	8,057	4,876
Donkeys and Jackasses	No.	134	1,412	735
Mules	No.	3,651	55,684	8,864
Sheep and Lambs	No.	3,317	26,913	20,982
Goats	No.	39	311	225
Pigs	No.	38	423	359
Poultry	...	2,442	2,155	1,386
All other (N.O.D.)	...		2,584	2,679
Total: Animals, Living			139,151	75,902
Anti-friction Grease		7,986,261	45,324	42,205
Apparel and Slops			2,405,342	1,797,254
Arms and Ammunition—				
Guns of one Barrel	No.	5,393	17,830	14,738
Guns of more than one Barrel	No.	2,232	13,656	11,024
Gun Furniture	...		4,403	2,707
Pistols and Revolvers	No.	2,690	3,301	2,527
Arms, unenumerated	...		162	113
Cartridges and Cartridge Cases	No.	14,318,111	36,511	31,530
Caps, Percussion	No.	1,211,280	199	107
Gunpowder	lbs.	85,120	9,165	6,889
Lead Shot and Bullets	cwts.	1,029	978	752
Detonators and Fuse	...		146,351	126,889
Ammunition, unenumerated	...		2	48
Total: Arms and Ammunition			232,498	197,324
Assay Apparatus			26,075	30,442
Bacteriological Appliances, including Vaccine, Virus and Serum			2,946	2,437
Bags (not leather)—				
Coal, Flour, Grain or Wool	No.		279,591	266,564
All other	No.		52,973	47,674
Basketware and Rattans	...		14,833	12,265
Beads of all sorts	lbs.	667,638	21,345	11,276
Bicycles, vide Vehicles.				
Binding Twine and Harvest Yarn			9,090	9,630
Blasting Compounds, including Dynamite—				
Cotton, Collodion	lbs.	1,266,735	58,259	68,560
All other	lbs.	718,855	21,926	43,413

S.A. IMPORTS—Continued—2

ARTICLES.	Twelve Months ended December 31.		
	1910.		1909.
	Quantity.	Value.	Value.
		£	£
Boats—			
Hulls of Ships No.	3	885	250
Launches, Tugs or Lighters ... No.	5	1,082	315
All other		2,189	1,283
Brass—			
Bar and Rod cwts.	168	574	677
Plate and Sheet cwts.	340	1,193	1,081
Manufactures (N.O.D.)		22,236	15,866
Bricks for Building No.	370,216	671	15
Brushware		60,357	49,231
Candles lbs.	5,136,765	64,552	104,549
Canvas and Duck		48,513	36,170
Cement lbs.	189,566,829	116,811	65,448
Clocks and Watches		67,781	48,708
Coal Tons of 2,000 lbs.	66,560	36,999	39,237
Coke and Patent Fuel Tons of 2,000 lbs.	26,287	29,019	38,585
Copper—			
Bar and Rod cwts.	2,610	10,238	1,445
Plate and Sheet cwts.	1,561	5,383	4,286
Manufactures (N.O.D.)		2,987	3,477
Cordage and Rope cwts.	22,548	38,271	34,768
Corks and Bungs gross	356,101	17,894	18,171
Cotton Manufactures—			
Piece Goods		1,542,369	1,260,047
Blankets, Rugs and Sheeting		368,392	273,768
Shawls		92,680	49,453
Hosiery (Underclothing)		482,839	364,757
Other Manufactures (N.O.D.)		281,810	274,608
Total : Cotton Manufactures ...		2,768,090	2,195,633
Diamonds, Uncut and Carbons ...		35,973	38,627
Drugs, Chemicals and Apothecary-ware—			
Acid, Acetic galls.	1,670	425	515
Acid, Nitric lbs.	24,161	449	481
Acid, Sulphuric lbs.	185,263	1,119	966
Acid, Tannic lbs.	779	73	89
Apothecaryware of all kinds		110,833	92,292
Borax lbs.	802,815	12,053	11,857
Bromine Litharge and Manganese Dioxide lbs.	483,420	4,165	4,390
Calcium Carbide lbs.	6,505,373	27,952	17,727
Cyanide of Potassium lbs.	268,258	7,145	18,155
Cyanide of Sodium lbs.	11,570,205	371,156	344,687
Disinfectants and Germicides		29,194	25,901
Medicinal Preparations		119,835	97,411
Opium lbs.	771	658	2,104
Potash Compounds (N.O.D.) lbs.	660,616	6,983	8,716
Soda Caustic lbs.	3,900,738	23,834	18,894
All other Drugs and Chemicals (N.O.D.)		97,313	82,266
Total : Drugs and Chemicals ...		813,187	726,451

S.A. IMPORTS—Continued—3

				Twelve Months ended December 31.		
ARTICLES.				1910.		1909.
				Quantity	Value.	Value.
					f	£
Dye Stuffs and Tanning Substances	...				4,642	3,684
Earthenware and Chinaware—						
Pipes and Piping	...				7,705	3,489
Manufactures (N.O.D.)	...				140,246	104,989
Electrical Cable and Wire	...				257,356	203,514
Electrical Fittings, including Posts	...				357,347	166,732
Enamelled Ware	...				55,804	36,074
Feathers—						
Ostrich	...	lbs.			2,221	4,033
All other	...	lbs.			696	432
Felt	...				19,313	10,181
Fireworks	...				7,113	2,670
Fodder and Forage—						
Hay of all kinds	...	lbs.		18,578	39	4
Lucerne	...	lbs.		416,815	345	61
All other	...	lbs.		1,972,045	5,627	4,087
FOOD AND DRINK, ARTICLES OF—						
Aerated Waters	...				14,546	13,300
Ale, Beer and Stout	...	galls.		246,692	43,419	35,727
Bacon and Hams, <i>vide</i> Meats.						
Baking Powder	...	lbs.		662,472	43,657	44,270
Biscuits	...	lbs.		1,994,689	52,215	45,556
Butter—						
Butter	...	lbs.		3,606,153	178,469	216,421
Ghee	...	lbs.		822,227	31,010	25,220
Margarine and other Substitutes						
	...	lbs.		789,822	18,246	19,588
Cakes	...	lbs.		242,986	9,351	8,417
Cheese	...	lbs.		4,650,994	133,531	114,065
Chicory and Substitutes for	...	lbs.		1,755,312	15,683	15,903
Chocolate and Cocoa (Unsweetened)						
	...	lbs.		624,194	54,670	40,468
Cider	...	galls.		2,752	540	237
Coffee—						
Raw	...	lbs.		26,184,583	504,271	445,791
Roasted, Ground or Mixed	...	lbs.		381,963	12,875	11,829
Confectionery, etc.—						
Ginger (preserved) and	Chow					
Chow	...	lbs.		151,492	3,084	1,900
Honey	...	lbs.		9,145	277	1,330
Jams and Jellies	...	lbs.		2,243,361	37,667	31,000
Jelly and Custard Powders	...	lbs.		559,299	26,193	22,081
Confectionery of all sorts (N.O.D.)	...	lbs.		3,211,958	169,426	131,138
Corn, Grain and Flour—						
Barley	...	lbs.		99,850	489	2,049
Beans and Peas	...	lbs.		5,441,074	25,577	20,604
Bran	...	lbs.		168,969	357	2,518
Dholl	...	lbs.		4,584,145	14,457	15,727
Maize	...	lbs.		56,072	231	9,263
Malt	...	lbs.		14,482,429	96,323	74,309
Oats	...	lbs.		938,839	3,351	3,799
Samp	...	lbs.		14,608	25	986
Wheat	...	lbs.		211,023,659	746,647	756,416
Flour (or Meal) Wheaten	...	lbs.		145,206,590	705,571	664,163

S.A. IMPORTS—Continued—4

ARTICLES.	Twelve Months ended December 31.		
	1910.		1909.
	Quantity.	Value.	Value.
		£	£
FOOD AND DRINK, ARTICLES OF—(Cont.).			
Corn, Grain and Flour—(Contd.).			
Maize Meal ... lbs.	1,460	17	148
Other kinds of Corn, Grain, etc. lbs.	278,684	1,353	1,700
Total: Corn, Grain and Flour ...	382,296,379	1,594,488	1,551,682
Curry Powder ... lbs.	157,721	4,258	3,126
Dripping and Fats for food lbs.	205,257	5,694	9,961
Eggs, fresh ... No.	14,788,406	49,930	50,760
Eggs, liquid or crystallised ...		106	65
Extracts and Essences for food ...		18,647	15,390
Extracts and Essences for flavouring		16,341	12,729
Farinaceous Preparations—			
Barley, Pearl ... lbs.	1,297,851	6,169	6,273
Oatmeal ... lbs.	5,659,801	48,805	56,568
Vermicelli and Macaroni lbs.	740,352	8,406	7,287
All other (N.O.D.) ... lbs.	1,561,628	33,935	30,024
Fish—			
Dried or Cured ... lbs.	3,043,544	42,412	31,011
Fresh or Frozen ... lbs.	4,997	212	197
Preserved ... lbs.	6,142,545	164,959	139,375
Fruits—			
Fresh ...		18,739	9,540
Almonds and Nuts of all sorts lbs.	3,462,944	36,467	26,544
Dates ... lbs.	2,228,080	13,267	11,106
Dried Fruit, all other lbs.	2,658,158	40,584	33,203
Bottled and Tinned lbs.	892,383	17,314	15,428
Fruit Juices and Cordials ...		14,691	11,593
Lard and substitutes for ... lbs.	1,723,688	45,369	51,415
Meats—			
Beef, Fresh or Frozen... lbs.	2,989,044	30,553	32,033
Mutton ... lbs.	2,775,792	25,282	27,163
Pork ... lbs.	1,000	22	832
Poultry ... lbs.	194,332	7,179	7,328
Game ... lbs.	375,800	5,009	4,394
Bacon and Hams ... lbs.	5,465,965	231,203	195,059
Salted or Cured (N.O.D.) lbs.	146,230	2,888	1,618
Tinned or similarly pre- served ... lbs.	2,503,578	88,738	77,784
Total: Meats ...	14,451,741	390,874	346,211
Milk or Cream, Condensed lbs.	20,613,656	351,970	323,160
Mustard ... lbs.	225,301	10,760	9,231
Oils, Salad—			
Cotton Seed ... galls.	15,108	2,276	7,746
All other ... galls.	50,071	15,293	13,605
Pickles and Sauces ... lbs.	1,302,925	39,925	30,520
Rice, including Paddy ... lbs.	71,052,341	276,704	329,170
Salt, common and table ... lbs.	24,445,310	17,256	16,647
Spices—			
Pepper ... lbs.	357,375	10,149	7,907
All other ... lbs.	745,451	14,339	10,330

S.A. IMPORTS—Continued—5

ARTICLES.	Twelve Months ended December 31.		
	1910.		1909.
	Quantity.	Value.	Value.
FOOD AND DRINK, ARTICLES OF—(Cont.).		£	£
Spirits. Potable—			
Brandy galls.	78,232	61,169	52,683
Gin galls.	160,486	23,954	19,395
Rum galls.	19,809	8,861	7,099
Whisky galls.	538,863	247,291	220,947
Liqueurs galls.	10,858	7,090	5,615
Total : Spirits (potable) ...	808,248	348,305	305,739
Sugar lbs.	59,351,686	391,013	400,198
Sugar Products—			
Glucose lbs.	2,701,764	12,270	9,597
Golden Syrup lbs.	9,542,336	91,448	74,267
Molasses and Treacle lbs.	62,339	521	658
Saccharum lbs.	48,532	486	1,636
Tapioca and Sago lbs.	749,848	5,667	5,713
Tea lbs.	5,006,405	232,898	195,801
Vegetables—			
Onions lbs.	919,483	2,793	2,769
Potatoes lbs.	4,974,682	14,285	31,724
All other fresh vegetables ...		482	148
Tinned or otherwise prepared lbs.	2,216,134	30,472	24,426
Vinegar—			
In Wood galls.	38,584	1,430	1,133
In Bottle galls.	70,685	8,286	6,590
Essence of Vinegar galls.	1,910	763	885
Wine : Not exceeding 20% :			
In Wood galls.	2,238	498	323
In Bottle galls.	10,374	4,372	3,458
Exceeding 20% :			
In Wood galls.	9,451	3,450	2,355
In Bottle galls.	51,696	25,049	20,401
Sparkling galls.	26,271	43,170	31,327
Total : Wines	100,030	76,539	57,864
All other articles of Food and Drink		54,667	41,144
Totals : Articles of Food and Drink—		5,934,794	5,552,217
Furniture, &c.—			
Bedsteads		82,099	49,099
Billiardware		5,705	3,659
Carpets		52,265	35,190
Linoleum and Floorcloths ...		79,116	59,110
Mats and Matting		17,640	13,471
School Furniture and Church Decorations		13,215	11,935
All other including parts (N.O.D.) ...		321,803	197,223
Total : Furniture		571,843	369,687
Glass—			
Bottles and Jars (empty)		89,110	63,525
Plate		20,452	13,946
Window		20,451	13,713
Glassware (N.O.D.)		50,225	35,711

S.A. IMPORTS—Continued—6

ARTICLES.		Twelve Months ended December 31.		
		1910.		1909.
		Quantity.	Value.	Value.
Glycerine for manufactures ...	lbs.	13,377,645	£ 404,379	£ 290,543
Haberdashery and Millinery ...	...		1,904,460	1,587,590
Hardware and Cutlery—	...			
Axles, Bushes and Springs ...	...		61,781	40,099
Bolts, Nuts and Rivets ...	...		62,586	45,400
Cash Registers ...	No.		3,666	1,453
Cutlery ...	...		90,951	67,158
Fencing Material—	...			
Wire ...	...		285,633	180,815
Standards ...	...		90,589	46,882
All other ...	...		54,703	32,533
Nails and Screws ...	...		64,003	43,996
Sewing Machines ...	No.		56,449	33,463
Stoves ...	...		68,346	42,971
Tanks of all sorts ...	...		6,690	7,421
Tools ...	...		80,344	49,011
Wire Rope ...	...		125,849	107,760
Hardware and Cutlery (N.O.D.) ...	...		562,079	380,664
Total : Hardware and Cutlery ...			1,613,669	1,079,626
Hats and Caps ...	doz.		241,222	184,119
Hides and Skins—	...			
Cattle ...	lbs.	130,439	3,208	3,353
Sheep and Goat ...	lbs.	89,727	2,275	1,929
All other ...	lbs.		25,737	4,904
Hops ...	cwts.	4,678	27,319	13,870
Hose, conveying ...	...		54,666	33,276
Implements—	...			
Agricultural ...	...		409,601	324,825
Kafir Hoes and Picks ...	No.	426,952	11,341	8,234
India Rubber and Gutta Percha ...	...		35,490	33,984
Instruments—	...			
Mathematical and Scientific ...	...		9,785	7,984
Musical, <i>vide</i> Musical Instruments.	...			
Surgical ...	...		7,135	4,376
All other ...	...		12,699	9,406
Iron and Steel Manufactures (except Machinery)—	...			
Anchors and Chain Cables ...	...		350	258
Angle, Channel and T ...	cwts.	210,431	59,173	21,483
Bar, Bolt and Rod ...	cwts.		247,804	201,436
Chains for Hauling ...	...		20,759	14,117
Girders, Beams, Joists, &c. (including Framework of Iron Buildings) ...	...		91,129	29,246
Hoop ...	cwts.	27,257	11,026	9,144
Pig and Ingot ...	cwts.	24,292	3,843	4,400
Pipes, Piping and Fittings ...	cwts.		458,933	316,501
Plate and Sheet :	...			
Plain ...	cwts.	265,367	87,635	47,897
Galvanised not Corrugated ...	cwts.	94,571	55,210	29,128
Galvanised and Corrugated ...	cwts.	674,592	362,026	274,146
Tin Plate ...	cwts.	3,869	2,436	895
Mild or Rolled and Cast (N.O.D.) ...	cwts.	83,390	40,471	30,466
Total : Iron and Steel Manufactures ...			1,440,745	979,117

S.A. IMPORTS—Continued—7

ARTICLES.	Twelve Months ended December 31.		
	1910.		1909.
	Quantity.	Value.	Value.
Jewellery		£	£
Jute Goods—including Hessian...		150,031	121,996
Lampware		24,526	17,090
Lead—		44,393	32,004
Bar and Sheet cwt.	17,139	12,673	11,966
Pipes and Piping cwt.	3,615	2,830	2,418
All other (N.O.D.) cwt.		10,453	13,001
Leather Goods—			
Boots and Shoes pairs.		1,191,514	921,206
Saddlery and Harness		64,321	37,047
Manufactures of Leather (N.O.D.) ...		95,214	66,653
Unmanufactured Leather... .. lbs.		196,402	138,435
Total : Leather Goods		1,547,451	1,163,346
Lime lbs.	3,413,166	2,266	1,508
Linen Manufactures—			
Piece Goods		10,173	8,507
Other kinds		37,707	33,013
Machinery (except Locomotives) and parts thereof—			
Agricultural		148,964	116,974
Cranes and Elevators		77,327	21,177
Electrical		803,168	253,865
Fire Engines		12,581	16,354
Manufacturing		302,427	115,880
Mining		1,279,403	943,403
Presses for Hay and Wool		4,389	4,617
Printing and Bookbinding		44,430	22,965
Sawing		4,348	3,572
Water Boring		20,342	49,243
Windmills		46,700	27,094
All other (N.O.D.)		919,859	603,052
Total : Machinery		3,663,938	2,178,196
Manures and Fertilisers lbs.	67,215,681	91,841	68,549
Matches—			
Wooden gross	62,378	4,447	3,347
Wax Vestas gross	364	83	68
Musical Instruments		140,220	96,767
Nitrates for manufacturing purposes lbs.	65,645,858	252,251	223,728
Oilmen's Stores (N.O.D.)—			
Blacking and Boot Polish		39,916	34,630
Blue lbs.	605,784	12,699	11,026
Glue cwt.	2,172	3,310	2,955
Resin and Rosin cwt.	18,518	11,516	7,751
Starch lbs.	3,120,169	28,739	25,051
All other (N.O.D.)		65,804	55,370
Oils—			
Castor galls.	110,553	17,860	15,249
Cocoanut galls.	208,253	31,864	25,601
Colza galls.	38,590	1,750	1,896
Cotton Seed galls.	163,421	21,942	13,882
Essential and Perfumed		17,135	10,570

S.A. IMPORTS—Continued—8

ARTICLES.				Twelve Months ended December 31.		
				1910.		1909.
				Quantity.	Value.	Value.
					£	£
Oils (<i>Cont.</i>).						
Fish, Train and Blubber	galls.	13,116		1,066	14,774	
Lard	galls.	11,003		2,527	2,858	
Linseed	galls.	338,939		44,771	31,625	
Lubricating	galls.	2,665,482		127,689	94,107	
Mineral (not Paraffin)	galls.	922,987		36,811	25,998	
Paraffin	galls.	8,648,958		261,307	228,037	
Salad, <i>vide</i> Food, etc.						
All other (N.O.D.)		262,683		30,595	16,383	
Total: Oils					595,317	480,980
Packing Material (N.O.D.)					2,713	2,373
Paints and Painters' Goods—						
Ochre	lbs.	2,934,940		8,927	7,064	
Turpentine	galls.	107,427		17,903	12,478	
Varnish	galls.	68,779		24,750	19,835	
All other (N.O.D.)				116,792	90,662	
Paper—Hanging (Wall)					39,417	29,696
Printing				155,980	113,867	
Wrapping				62,888	49,550	
Bags				34,363	29,429	
Perfumed Spirits	galls.	7,728		19,577	12,591	
Perfumery and Toilet Preparations				47,071	36,439	
Phonographs and Accessories				48,849	26,873	
Photographic Material				34,897	31,066	
Plants, Bulbs and Trees				4,039	3,383	
Plate, Silver and Platedware				141,411	101,144	
Printers' and Bookbinders' Material (N.O.D.)					41,145	27,318
Quicksilver		286,478		30,845	22,779	
Railway Material—						
Rails				91,174	91,584	
Sleepers				7,361	21,041	
Locomotives				4,703	6,948	
Rolling Stock				32,696	17,709	
All other (N.O.D.)				50,209	35,244	
Total: Railway Material					186,143	172,526
Saddlers' and Shoemakers' Materials				30,004	22,262	
Salt (Rock)	lbs.	1,923,550		974	752	
Seeds—						
Bird Seed (including Canary)	lbs.	1,007,941		6,677	7,162	
Garden and Vegetable (except Potatoes)				40,447	29,924	
All other (N.O.D.)	lbs.			465	947	
Sheep Dip				80,165	75,435	
Ship Chandlers' Stores				20,081	10,291	
Silk Manufactures—						
Piece Goods				36,919	31,758	
Hosiery (Underclothing)				3,725	2,318	
Make-up Articles (N.O.D.)				33,563	26,206	
Soap—						
Common	lbs.	16,265,760		165,614	158,796	
Toilet	lbs.	1,076,317		45,417	33,513	
Extracts and Powders	lbs.	318,638		6,035	3,965	
Total: Soap				17,660,715	217,066	196,274

S.A. IMPORTS—Continued—9

ARTICLES.	Twelve Months ended December 31.		
	1910.		1909.
	Quantity.	Value.	Value.
Solder cwts.	£	£	£
Spirits non potable (except Perfumed	2,084	6,821	4,833
Spirits) galls.	1,217	190	165
Sporting Goods		68,980	76,667
Stationery and Books—			
Books, printed		228,190	191,950
Cardboard Boxes		19,082	18,829
Cards, playing No. of packs	253,803	4,776	3,940
Engravings, Lithographs and Photo-			
graphs		14,208	5,321
Ink of all sorts		15,378	12,328
Maps and Charts		3,147	2,147
Music, printed		8,321	8,772
Printed Matter (N.O.D.)		140,618	120,393
Typewriters and Accessories		35,728	20,163
All other (N.O.D.)		207,824	184,708
Total Stationery and Books ...		677,272	568,551
Stones, including Marble		20,598	12,942
Sulphur—			
Rock cwts.	322,544	29,397	21,233
Flowers of cwts.	44,130	19,613	22,165
Surgical and Dental Appliances ...		25,709	17,691
Tallow and Grease lbs.	3,588,550	49,338	38,145
Tar and Kindred Substances—			
Asphalte and Bitumen lbs.	2,560,348	3,585	5,998
Tar, Pitch, etc. lbs.	7,271,858	13,270	11,040
Telegraph and Telephone Material ...		11,017	7,754
Tents and Tarpaulins		67,164	40,722
Tin and Tinware—			
Bar, Block and Ingot cwts.	1,315	8,344	5,474
Plate and Sheet cwts.	50,511	35,627	20,632
Manufactures (N.O.D.)		37,403	26,466
Tobacco, Raw and Manufactured—			
Unmanufactured lbs.	679,642	37,697	52,259
Cigars lbs.	144,863	58,300	50,023
Cigarettes lbs.	195,465	60,699	55,358
Manufactured (N.O.D.) lbs.	77,131	7,348	5,308
Total : Tobacco ...	1,097,041	164,044	162,948
Tobacconists' Wares—			
Pipes of all sorts		43,306	33,174
All other (N.O.D.)		16,878	12,177
Toys and Fancy Goods		123,589	88,581
Tramway Material—			
Rails		39,045	18,603
Rolling Stock		18,694	7,306
Sleepers		70	1,321
All other (N.O.D.)		21,352	13,497
Total : Tramway Material ...		89,161	41,177

S.A. IMPORTS—Continued—10

ARTICLES.	Twelve Months ended December 31.		
	1910.		1909.
	Quantity.	Value.	Value.
Uniforms and Appointments ...		£ 5,791	£ 5,431
Vehicles—			
Bicycles and Tricycles ...		223,158	172,744
Carts, Carriages and Parts ...		43,293	27,194
Motor Cars and Parts ...		288,755	173,276
Motor Bicycles and Parts ...		22,031	12,743
All other Wheeled Vehicles ...		34,403	17,140
Total: Vehicles ...		611,640	403,097
Waterproof Sheetting ...		3,420	2,021
Wax—Paraffin and Stearine ... lbs.	23,971,391	219,764	206,540
Wood and Timber—			
Teak ... cub. ft.	97,656	30,371	9,919
Other Unmanufactured ... cub. ft.		695,684	364,279
Flooring and Ceiling ... cub. ft.	2,737,594	174,615	89,633
Other, Planed and Grooved cub. ft.		29,369	17,997
Handles for Picks and other Tools ...		16,241	12,950
Houses, Frames and Parts thereof ...		65,434	28,095
Match Making Material ...		10,863	19,694
Staves ...		9,968	8,639
Boxes, Empty ...		67,049	45,892
Casks, empty ...		5,526	5,936
Manufactured (N.O.D.) ...		36,768	33,910
Total: Wood and Timber ...		1,141,888	636,944
Woollen Manufactures—			
Cloth Piece Goods ...		331,475	230,083
Blankets and Rugs ...		383,695	265,124
Shawls ...		47,979	36,442
Hosiery ...		61,603	47,686
All other (N.O.D.) ...		14,076	8,310
Total: Woollen Manufactures		838,828	587,645
Works of Art—			
Paintings and Pictures ...		16,771	14,398
Statuary and Sculpture ...		4,815	1,813
Zinc and Zineware—			
Unmanufactured... cwts.	86,465	100,131	77,621
Manufactured (N.O.D.) ...		550	3,347
All other Articles of Merchandise Imported from Southern and N.W. Rhodesia—		62,234	48,160
S.A. Produce ...		41,614	26,952
Not S.A. Produce ...		15,668	17,563
Total Imports of Merchandise ...		34,007,178	26,220,570

S.A. IMPORTS—Continued—11

ARTICLES.		Twelve Months ended December 31.		
		1910.		1909.
		Quantity.	Value	Value.
In transit {	Diamonds—			
	Produce of S. Rhodesia carats	480	1,529	1,590
	Gold—			
	Produce of S. Rhodesia ozs.	734,049	2,454,135	2,508,381
	Produce of N.W. Rhodesia ozs.	...	...	...
	Produce of N.E. Rhodesia ozs.	1,176	3,737	4,667
	Produce of Portuguese East Africa ozs.	7,500	24,746	14,180
	Produce of Belgian Congo ozs.	1,299	5,196	19,725
Imports for South African Governments...			2,720,189	1,135,307
Specie {	Oversea ...		2,165,430	1,482,529
	From S. & N.W. Rhodesia ...		47,897	24,201
Grand Total Imports ...			41,430,037	31,411,150

APPENDIX IV.

UNION OF SOUTH AFRICA.—EXPORTS.

Statement shewing the Quantity and Value of the Principal and other Articles of South African Produce or Manufacture exported from the Union of South Africa during the Twelve Months ended December 31st, 1910, and the re-exports of Imported Goods during the Twelve Months ended December 31st, 1910, as compared with the total exports for the corresponding period of 1909.

ARTICLES.			1910		1909
			South African Produce.		Total Values.
			Quantity.	Value.	
				£	£
Aloes ...	lbs.	745,190	7,526		6,512
Animals Living—					
Horses ...	No.	630	21,211	1,470	18,538
Mules and Donkeys ...	No.	233	7,909	215	1,754
Sheep and Lambs ...	No.	1,229	1,318	255	10,463
All other ...	...		11,924	305	15,679
Total : Animals Living ...			42,362	2,245	46,434
Apparel and Slops ...	...		258	8,566	12,014
Argol ...	lbs.	82,422	1,330		2,197
Asbestos, Raw ...	lbs.	3,493,491	26,225		25,075
Bags ...	No.	12	1	10,628	3,348
Bark ...	lbs.	92,610,026	219,433		194,696
Blasting Compounds ...	lbs.	726,850	24,530	489	14,384
Buchu Leaves ...	lbs.	273,325	24,428		9,666
Candles ...	lbs.	243,464	4,553	106	10,420
Clocks and Watches ...	...			373	1,609
Coal ...	Tons	1,465,170	986,051	5,435	824,942
Copper Ore and Regulas ...	Tons of				
2,240 lbs.		17,944	478,722		531,267
Cotton Manufactures ...	...		4	5,484	4,329
Curiosities ...	...		1,947	88	2,489
Diamonds—					
Produce of the Union ...	carats	5,586,625	8,479,346		6,368,711
Produce of S. Rhodesia ...	carats	480	1,529		1,590
Earthenware ...	...		76	1,035	2,099
Electric Fittings ...	...		9	5,901	4,081
Feathers, Ostrich ...	lbs.	741,078	2,272,846		2,091,280
Flowers, Dried ...	lbs.	127,718	7,478		17,818
Fodder and Forage ...	lbs.	21,270,366	45,329	3,439	20,051
Articles of Food and Drink—					
Ale and Beer ...	galls.	7,430	947	664	1,677
Butter ...	lbs.	13,602	889	10,622	9,119
Cheese ...	lbs.	30	2	1,156	1,518
Coffee ...	lbs.	26,216	1,147	3,332	4,058
Confectionery and Jams ...	lbs.	219,280	3,896	1,251	3,816

S.A. EXPORTS—Continued—2

ARTICLES.		1910			1909	
		South African Produce.		Imported Goods.	Total Values.	
		Quantity.	Value.	Value.		
			£	£	£	
Food and Drink—(Continued).						
Corn, Grain and Meal—						
Bran	...	lbs.	590,873	1,386	54	1,205
Kaffir Corn	...	lbs.	4,705,100	7,739		6,010
Maize	...	lbs.	356,303,905	693,413	2	660,547
Maize Meal	...	lbs.	2,594,777	6,168		5,410
Oats	...	lbs.	6,748,111	16,145	114	83,965
Flour, Wheaten	...	lbs.	93,097	622	6,008	4,299
Flour, Wheaten (Ground in Bond from Imported Wheat)	...	lbs.	9,182,293	36,458		38,090
All other kinds	...	lbs.	2,143,607	5,617	709	2,704
Total: Corn, Grain and Meal			382,361,763	767,548	6,887	802,230
Eggs	...	No.	614,242	2,872	1,524	3,030
Fish, Dried and Preserved	...	lbs.	1,856,371	29,300	1,722	34,462
Fruit, Dried and Preserved	...	lbs.	41,811	679	1,005	2,534
Fruit, Fresh		34,792	2,156	39,029
Lard	...	lbs.	25	1	5,623	5,153
Meats, Frozen	...	lbs.	7,124	146	8,248	8,900
Meats, Preserved and Cured	...	lbs.	8,638	315	8,415	8,094
Milk, Condensed	...	lbs.	100	2	2,522	3,244
Rice	...	lbs.	250	1	1,875	2,687
Spirits, Potable	...	galls.	128,700	4,464	4,340	13,172
Sugar	...	lbs.	5,316,382	32,735	5,597	3,990
Sugar Products (Syrup, Molasses, &c.,				
Tea	6,660,358	14,778	193	15,149
Vegetables—	83,710	2,823	2,626	6,796
Potatoes	...	lbs.	1,507,989	5,139	415	5,069
All other Fresh		3,527	204	3,333
Wines	...	galls.	49,471	10,154	1,444	10,392
All other articles of Food and Drink		3,157	7,005	6,871
Total: Articles of Food & Drink				919,314	78,826	994,323
Furniture		4,100	20,682	19,896
Gold, Concentrates or Slag		52,339		17,505
Gold, Raw—						
Produce of the Union	...	ozs.	8,565,501	31,790,795		30,752,813
Produce of S. Rhodesia	...	ozs.	734,089	2,454,135		2,508,381
Produce of N. E. Rhodesia	...	ozs.			3,737	4,667
Produce of Belgian Congo	...	ozs.			5,196	19,725
Produce of Portuguese East Africa				
Haberdashery		205	10,524	12,928
Hair, Angora	...	lbs.	17,817,219	903,164		861,639
Hardware		1,612	20,711	17,574
Hides and Skins—						
Hides, Ox and Cow	...	lbs.	13,251,615	403,948	47	310,263
Skins, Goat	...	lbs.	7,282,229	274,947		254,003
Skins, Seal	...	lbs.	42,194	2,461	23,142	20,521
Skins, Sheep	...	lbs.	24,630,435	603,280		551,910

S.A. EXPORTS—Continued—3

ARTICLES.	1910			1909
	South African Produce.		Imported Goods.	Total Values.
	Quantity.	Value.	Value.	
		£	£	£
Hides and Skins—(<i>Continued</i>)				
All other kinds 		1,688	24	5,940
Total : Hides and Skins ...		1,286,324	23,213	1,142,637
Horns, Ox and Cow ... lbs.	633,942	9,255		10,109
Implements, Agricultural 		79	3,543	2,475
Instruments, all kinds 		44	10,568	4,365
Iron and Steel Manufactures 		749	11,576	8,801
Jewellery and Platedware 		281	6,379	10,466
Leather and Leather Manufactures ...		4,724	4,866	12,016
Machinery 		2,742	46,334	44,639
Metals, Old Tons			47,113	71,356
Oil, Whale galls.	879,852	61,403	541	39,189
Oil, other kinds 			6,265	7,717
Ores and Minerals (except copper)—				
Chrome (Iron) Tons	2,240	550		7
Lead Tons		1,160		5,791
Manganese Tons	2,800	2,187		
Matte Tons		150		10
Tin Tons	2,408	175,944		90,118
Zinc Tons	23	212		3,627
All other kinds 		2,024	2	457
Paints and Colours 		31	2,848	2,668
Railway and Train Material 		51	16,573	2,801
Soap, Common lbs.	146,984	1,581	1,278	2,100
Spirits (non Potable) 	950	236	11	294
Stationery 		5,649	10,691	14,844
Tobacco, all kinds lbs.	182,197	13,214	5,710	9,870
Tobacconists Wares (Calabashes) ...		11,286	237	23,954
Vehicles 		4,621	13,100	15,184
Wood and Timber 		5,440	9,136	20,482
Wool—				
Washed lbs.	14,110	640		7,315
Scoured lbs.	4,208,461	255,658		218,847
In the Grease lbs.	117,445,457	3,574,521	11	3,502,089
Total : Wool 	121,668,028	3,830,819	11	3,728,251
Articles through the Post Office ...			*57,882	*52,304
All other Articles of Merchandise ...		48,650	49,210	68,697
Removed to Southern and N.W.				
Rhodesia 		464,935	879,347	1,031,344
Total Merchandise 		54,684,038	1,414,645	51,845,216
Specie Oversea 			81,742	38,400
Specie to Southern and N.W.				
Rhodesia 			248,030	127,205
Grand Total 		54,684,038	1,744,417	52,010,821

* Partly South African Produce or Manufacture, value unascertainable.

APPENDIX V.

TRANSVAAL MINING STATISTICS.

*(Extracted from Returns issued by the Mines Department.)**(a) MINERAL OUTPUT.*

Period.	GOLD OUTPUT.		SILVER OUTPUT.		DIAMOND OUTPUT.		COAL OUTPUT.	
	Fine Ozs.	Value.	Fine Ozs.	Value.	Weight.	Value.	Weight.	Value.
		£		£	—	£	Tons (2,000 lbs.)	£
* Statistical Year 1901-2	891,999	3,788,968	—	—	Carats.	—	1,134,871	469,769
do. 1902-3	2,372,075	10,075,926	280,997	29,215	33,572	46,358	1,969,089	782,906
do. 1903-4	3,475,311	14,762,184	406,676	45,111	497,917	685,720	2,370,465	895,931
do. 1904-5	4,322,577	18,361,144	476,085	54,221	995,002	1,198,530	2,513,824	874,856
do. 1905-6	5,199,935	22,087,937	574,485	70,704	758,406	968,229	2,751,136	837,176
do. 1906-7	6,271,697	26,640,490	690,731	92,874	1,545,335	2,203,511	2,912,083	796,361
do. 1907-8	6,711,436	28,508,368	739,675	88,297	2,184,490	1,879,551	2,892,214	778,659
do. 1908-9	7,038,306	29,896,826	798,316	84,686	1,929,491	1,295,296	3,312,413	851,150
do. 1909-10	7,598,551	31,044,753	801,657	85,807	2,098,527	1,317,479	3,876,764	970,367
July to December, 1910	3,876,122	16,464,722	422,959	45,742	942,288	596,109	1,980,502	494,783

* The Government Statistical Year ends at 30th June.

(b) BASE MINERAL PRODUCTS.

(OTHER THAN COAL.)

METAL.	Values.	
	1909-10.	1908-9.
	£	£
Copper Ore	71,914	49,027
Galena	5,943	25,432
Tin Ore	303,210	148,336
Magnesite	1,734	1,487
Flint	24,583	23,776
Lime	103,435	61,955
Miscellaneous	20,678	11,721
TOTALS ...	£531,497	£321,734

(c) MISCELLANEOUS PRODUCTS.

CLASSIFICATION.	Year 1909-10.	Year 1908-9.
	£	£
Bricks (Building)	104,637	58,118
Bricks (Fire)	10,973	12,376
Bricks (Special, Fancy and Moulded)	2,345	2,347
Granite	6,452	2,404
Sandstone... ..	4,391	4,421
Stone (Broken and Rubble)... ..	9,161	6,699
Slate	2,879	1,761
Cement	175,600	68,424
Chimney Pots (Earthenware)	222	103
Flower Pots	257	296
Pipes (Earthenware)	15,115	10,039
Garden Edge (Earthenware)	266	89
Tiles (Earthenware—Roof)	1,554	457
„ („ —Floor)	210	116
„ („ —Coping)	—	33
Fire Clay	3,281	2,584
Reinforced Concrete Pipes	8,391	—
Salt	—	2,550
Lime (White)	51,254	35,609
Lime (Blue)	52,181	26,346
Lime (Hydraulic)	—	—
Miscellaneous	1,550	738
	£450,719	£235,510

(d) LABOUR STATISTICS.

No. of Persons Employed—December, 1910.

	Whites.	Coloured.	Totals.
GOLD MINES—			
Witwatersrand Area	24,342	181,707	206,049
Other Districts	1,034	10,077	11,111
Total Gold Mines	25,376	191,784	217,160
Coal Mines	493	8,981	9,474
Diamond Mines	767	9,952	10,719
Base Mineral Works	255	2,626	2,881
Miscellaneous Works	299	2,524	2,823
Grand Total	27,190	215,867	243,057

NOTE.—In December, 1909, there were employed :

Whites, 24,816 ; Natives, 193,625 ; Chinese, 2,038 ; Total, 220,379.

(e) SALARIES AND WAGES

Total amounts earned on Mines and Works during year ended 30th June, 1910.

	Salaries.	Wages.			Totals.
		Whites.	Natives.	Chinese.	
	£	£	£	£	£
Gold Mines	1,156,319	6,385,164	4,792,351	61,656	12,395,490
Coal Mines... ..	55,535	103,239	211,440	—	370,214
Diamond Mines	45,235	174,998	407,511	—	627,744
Base Mineral Mines... ..	25,423	54,355	79,836	—	159,614
Metallurgical, Chemical and Tailing Works	5,816	7,036	6,718	—	19,570
Lime and Flint Works	3,952	14,513	23,701	—	42,166
Miscellaneous	—	53,897	75,848	—	129,745
Totals 1909-10	£1,292,280	6,793,202	5,597,405	61,656	13,744,543
Totals 1908-9	£1,156,359	5,922,958	4,807,871	290,544	12,177,742

(f) STORES.

Values of Stores consumed on Mines and Works.

	Year 1909-10.				Year 1908-9.			
	£				£			
Gold Mines				11,089,993				9,338,691
Coal Mines				258,651				218,578
Diamond Mines				278,782				297,179
Base Mineral Mines				108,492				91,315
Metallurgical and Chemical Works				204,182				215,618
Lime and Flint Works... ..				39,523				24,507
Totals				11,979,623	10,185,888			

APPENDIX VI.

STORES CONSUMED

On Transvaal Mines and Works during year ended 30th June, 1910.

(From Government Mining Engineer's Report.)

Classification.	Total Quantity.	Total Value. £	Imported Direct by Companies. (Value) £
Bags value		27,697	
Belting "		112,362	375
Bolts, Nuts, &c. lbs.	3,961,416	48,328	82
Candles "	12,233,456	228,975	1,721
Carbide "	2,100,183	24,572	
Castings—			
(a) Brass "	393,819	26,261	
(b) Iron "	5,763,179	90,174	
Cement—			
(a) Casks No.	38,029	59,325	
(b) Bags "	173,780	98,826	
Chemical and Assay Requisites value		138,973	2,771
Coal Cutting Machines No.	66	6,227	
Coal—			
(a) Smithy tons	33,680	38,657	
(b) Steam "	2,606,862	1,587,892	
Coke—			
(a) Imported "	2,566	19,381	523
(b) Local "	1,831	7,926	
Cyanide lbs.	10,243,631	423,998	12,017
Electrical Machinery "		627,156	5,259
Explosives—			
(a) Blasting Gelatine ... cases	458,186	1,044,115	4,361
(b) Gelignite and Gelignita			
Dynamite "	139,954	253,902	803
(c) Dynamite No. 1 "	7,626	9,942	
(d) Dynamite No. 2 & Ligdyn ..	52,487	67,482	
(e) Other Explosives "	3,382	5,033	
(f) Detonators boxes	320,638	35,860	
(g) Electric Detonators or Fuses			
No. "	235,727	1,541	
(h) Safety Fuse coils	7,453,646	133,610	
Fencing and Wire Netting ... value		5,619	
Fodder for Stables (Bran, Chaff, Mealies, Forage, &c.) ... value		39,106	
Hosing (Steam, Suction and Rock Drill) value		50,586	73
Hand Tools (Picks, Shovels, Hammers, &c.) value		80,425	1,677
Iron—			
(a) Bar and Angle lbs.	10,885,756	88,197	251
(b) Galvanised ft.	2,280,403	54,226	383
(c) Sheet lbs.	660,617	6,670	
Lead—			
(a) Pig lbs.	230,309	2,090	36
(b) Sheet "	96,281	891	282
Lime—			
(a) White bags.	549,682	102,443	
(b) Blue "	54,904	11,060	

STORES CONSUMED (*Continued*).

Classification.	Total Quantity.	Total Value. £	Imported Direct by Companies. (Value) £
Lubricants—			
(a) Oils ... galls.	1,034,696	121,627	6,187
(b) Grease and Tallow ... lbs.	4,209,999	63,216	249
Machinery and Machine Tools value		1,576,190	116,619
Mercury ... bottles	2,993	28,508	
Metals (anti-friction) ... lbs.	279,458	20,524	
Mill Screenings ... value		38,926	65
Mill Spares ... „		127,601	195
Native Foods, &c.—			
(a) Beans and Rice ... lbs.	10,082,196	67,321	
(b) Meal (Mealie, Kaffir Corn, &c.) bags	576,861	344,765	
(c) Malt & Cereals for Beer value		9,880	
(d) Meat ... lbs.	22,651,374	274,051	
(e) Salt ... „	1,066,461	2,272	
(f) Groceries, Coffee, Sugar, &c. value		18,695	
(g) Sundry Food, including Bread value		72,705	
(h) Vegetables ... „		43,295	
(i) Medicines, &c. ... „		28,353	647
(j) Clothing ... „		5,284	
Chinese Foods, &c.—			
(a) Rice ... lbs.	897,587	6,370	
(b) Meat ... „	376,738	5,075	
(c) Fish ... „	36,047	423	
(d) Salt ... „	36,784	62	
(e) Tea ... „	4,409	161	
(f) Bread ... „	396,225	2,790	
(g) Vegetables ... value		1,071	
(h) All other Foods ... „		631	
(i) Medicines, &c. ... „		586	
Packing ... lbs.	444,741	44,964	227
Paint, Tar, Drying Oils, &c. value		23,453	17
Paraffin ... cases	51,098	32,126	17
Pipes and Pipe Fittings ... value		442,501	1,591
Rails, Crossings, Sleepers, &c. „		291,331	
Rock Drills ... No.	2,907	59,801	
Do. Spares .. value		138,070	
Ropes—			
(a) Wire ... „		120,074	30
(b) Cotton and Manilla ... lbs.	512,045	19,259	12
Screws, Nails, &c. .. value		20,843	
Shoes and Dies ... lbs.	15,101,943	135,132	160
Skips and Spares ... value		15,256	3,218
Steel—			
(a) Bar, Tool, Cast, &c.... lbs.	2,242,951	31,255	
(b) Sheet ... „	11,983,454	86,595	
(c) Hand-drill ... „	4,714,021	74,473	636
(d) Rock-drill ... „	6,402,031	96,937	

STORES CONSUMED (*Continued*).

Classification.	Total Quantity.	Total Value. £	Imported Direct by Companies. (Value) £
Timber—			
(a) Oregon, Pitch Pine, &c. cub. ft.	1,703,645	316,287	20
(b) Mining Poles and Round Lag- ging value		162,895	
(c) Deals ft.	6,464,899	179,037	194
(d) Fuel value		11,369	
Tube Mill Requisites—			
(a) Pebbles and Flints ... lbs.	1,413,741	4,080	890
(b) Liners sets	480	46,700	
(c) Other Requisites ... value		10,494	9,306
Trucks and Spares... .. "		98,733	3,901
Zinc and Zinc Dises ... lbs.	7,849,465	121,372	41,463
Paraffin Wax "			16
Soft Soap "			268
Stationery "			12,236
Stearine "			12,799
Tanks and Girders "			26
Waste "			1,979
Wick "			12,533
Sundries not specified "		975,686	
Totals "		£ 11,979,623	£256,560
Statistical Year 1908-9 "		£ 10,185,888	£410,664

APPENDIX VII.

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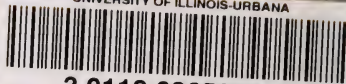
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